

**McClintock Drive Resident Feedback Via email and phone calls excluding 311 April 2015 to March 17, 2016**

**POSITIVE**

1. **4/24/2015** Dear Tempe City Council Members, Please install bike lanes on McClintock between Broadway and Guadalupe. This will make crossing the US-60 between my apartment in Tempe and my parents' house in Chandler much safer. Thanks for considering this proposition and for making our city safe and beautiful! Sincerely, Julie Cameron
2. **4/24/2015** Members of the Council, I am writing you to express my strong support for the City's recently announced project to remove excess, no longer needed, vehicle lanes on McClintock from Broadway to Guadalupe, which will reduce speeding and crashes on the corridor while creating space to add bike lanes and improve transportation options. As someone who has lived here for about 8 years (2005-2015, with a 2 year exodus to Chicago from 2009-2011), I can testify to the fact that this improvement is sorely needed, and that traffic levels have dropped in the last decade to the point that this is a feasible opportunity that won't have negative impacts on traffic. When I first moved here in 2005, I remember both driving and riding a bike from ASU to the Target store on Baseline and McClintock fairly often, before Tempe Marketplace opened. When driving, I would often get stuck in a lot of traffic on McClintock, and when riding my bike, I would often feel very unsafe. The road had too much traffic for me to feel comfortable or safe riding on the street, while the sidewalk felt unsafe because it is narrow, with many driveways interrupting it. Today, I still feel unsafe riding a bike on McClintock, for nearly the same reasons. The difference now is that there are noticeably fewer cars on the road, but people all drive faster because there's less traffic. I notice this too while driving on McClintock now. When on our weekly errands, we will often take McClintock from Curry to Guadalupe (stopping at Tempe Marketplace, Sprouts, and Trader Joe's, among other places). What was once long lines of congested traffic in 2005 is now lighter, less congested (and more speeding) traffic in 2015. While driving on McClintock, I am routinely passed by other drivers going 10+ miles faster than me. This drop in traffic, as noted in the City of Tempe news post, is not just in my head; the traffic volume numbers show it too. And when you have 20% fewer cars using the same amount of road space, it will result in a lot of unsafe speeding and crashes, which is the last thing we should want, especially right next to a high school. Removing the extra lane (or two) will not only "right-size" the number of vehicle lanes, reducing speeding and crashes, it will also provide bike riders with a new space they can feel comfortable using, which will likely increase the number of people riding bikes overall AND reduce the number of people riding bikes on the sidewalk (a MAG study in 2013 found that, on 6 lane roads with no bike lane, between 90% and 94% of bike riders used the sidewalks, while on 4 lane roads with bike lanes, the numbers dropped to between 56%-71%), making the narrow sidewalks more comfortable for people walking and those who are waiting for a bus. The bike lanes will also offer people who are walking a physical layer of separation from traffic, which will make walking a more comfortable experience for students, neighbors, and shoppers alike. This all seems like a slam-dunk win for everybody. I'm sure that some people will come out to say that this project will cause gridlock, that traffic will back up and that people will speed through their neighborhood to avoid McClintock if this is built. But around the country, road diets have been proven to reduce speeding (particularly dangerous speeding, those driving 15+ MPH above the limit) and reduce crashes, without causing excessive traffic backups. And when Tempe was studying a similar project on Broadway, a temporary closure to simulate the new roadway conditions found

minimal neighborhood cut-through traffic. Most drivers who had been just passing through shifted to the freeway network, which is a more appropriate place for that sort of traffic. I would see something similar happening on McClintock. Those drivers who imagine the traffic to be worse (and those who want to continue to drive at unsafe speeds) will shift over to SR-101 or Price Road, particularly since Dorsey is littered with speed humps (and doesn't cross the freeway), and Los Feliz, Hazelton, Oak, Lakeshore, and Country Club Way are discontinuous and/or circuitous (and don't cross the freeway). Those local streets just will not be viable alternatives for most drivers passing through, so the cut-through traffic will not materialize. At the end of the day, this project is an important continuation in Tempe's commitment to making sure that everyone who uses our roads has safe, comfortable opportunities to get where they are going, no matter what way they choose to travel. It will also serve as a key connector from neighborhood bike routes like Alameda and Southshore/El Paso Gasline to businesses along McClintock. Ideally, this project will also lead to future connections north and south, connecting these businesses to strong bike/light rail ridership and high levels of bike use on the Western Canal. I urge you to continue supporting this project, and others like it, that help to make Tempe a safer, more comfortable, more pleasant place to live and shop. Thank you for taking the time to read this, and for your continued, strong commitment to making Tempe a great place to live with many options for getting around in whichever way we residents want to. Regards, Alex Oreschak

3. **4/24/2015** I support all future bike lane projects. Thanks, Vanessa Cianci
4. **4/25/2015** Tempe City Council, I often bike around the McClintock area. I would strongly support the addition of bike lanes on McClintock. Thank you, Haley Honeman
5. **4/25/2015** Hello Tempe City Council Members: I just wanted to let you know I strongly support adding bike lanes on McClintock from Broadway to Guadalupe! For the last two years, I was a bike commuter in Tempe (at time without a secondary means of transportation). During that time, I biked down that particular stretch of road many times on my way to the bike path. The sidewalks are quite narrow, and a bike is a vehicle anyway and shouldn't be riding on the sidewalk (a pedestrian once shoved me off my bike on the sidewalk, as well). At times when I had to ride in the road, I was honked at, sworn at and had lights flashed at me because drivers do not understand the laws concerning cyclists, nor do they look out for cyclists. Because drivers will drive into bike lanes if they are not separated from the roadway, I certainly hope that the planned bike lanes are separated from the roadway by something more than just painted lines - such as a curb. Many thanks! Lauren E. Hill
6. **7/23/2015** On a recent night I was cycling southbound on McClintock Drive, dreading the railroad underpass south of Apache. After crossing the light rail line, I looked back to judge how much traffic was approaching in the darkness. As usual, I accelerated to minimize potential time in the underpass. But what's this? A buffered bicycle lane that took me all the way home! Thank you for continued improvements to Tempe's multi-modal transportation infrastructure. Sincerely, Steve Bass

7. **7/24/2015** Dear Tempe City Council Members, Thank you for the buffered bike lane on McClintock Drive. Though I am seldom over on the east side of Tempe I appreciate and recognize the importance of the multi-modal aspect of Tempe's transportation master plan. I'm sorry for the negative feedback you've received but as a driver I've have not noticed any downside to these improvements. Thanks again, -Jeff Caslake
8. **7/24/2015** Thank you very much for creating the new bike lanes on McClintock. We frequently cycle with a bike trailer to shop at Trader Joe's and then ride up to Sprouts. Unless we rode back (west) to College and then up to Alameda and east again to Sprouts, it was a pretty hairy experience to ride north on McClintock and so we often rode on the sidewalk. This is great. Thanks! Sincerely, Kip Goldman
9. **7/24/2015** On behalf the bicycling public, thanks for the bicycle lanes on McClintock. Tom T – Bicycle Cellar
10. **7/24/2015** Hello My wife and I want to thank everyone involved for making the mcclintock bike lane happen. We use it every single day from to and from work to meeting friends. WE LOVE IT! Thank you so much! Keep up the good work! Much love From bike lovers Taylor and Annie Neal
11. **7/25/2015** Gentle men and women,I am a local small business owner and bike commuter. I was pleasantly surprised last week when proceeding South on McIntock to encounter the new bike lane. I usually have to ride on the sidewalk for safety purposes, though the practice of doing so, is illegal in Tempe. I just wanted to express my thanks and the thanks expressed by many of my customers for your foresight in this installation. This and similar pedestrian / bike friendly infrastructure will go a long way in making Tempe an attractive, vibrant, and sustainable community. Don't listen to the naysayers and keep up the enlightened work! Al Cappello
12. **7/25/2015** Dear City Council, Mayor Mitchell, Tempe Planning Staff et al.,I finally got a chance to encounter tyre new bike lanes on McClintock today ave am very impressed! The turn lanes go all the way to the cross street, the lanes are wide, and (once the work is done) well delineated. Thank you so much for caring about public safety. We were driving on McClintock and, until I pointed out the lost travel lane, my wife didn't even know the difference! Excellent! Bill Terrance
13. **7/26/2015** I wanted to send you a quick note to send you all a quick note to mention how much I appreciate the addition of bike lanes on McClintock. I frequently commute by bike to South Scottsdale, and using the bike lanes is so much safer than taking sidewalks or occupying a lane. Thanks again. Kevin Jacobsen

14. **7/26/2015** The Honorable Mark Mitchell, Mayor of Tempe and Members of the Tempe City Council Dear Mayor Mitchell and Members of the City Council: I am writing to thank you for the inclusion of bike lanes on McClintock Drive as part of the repaving project. This route is a critical need for north/south travel by bicycle. Also, I appreciate being able to see the traffic volume data comparison that helped justify this change. As a contributor to the Tempe Bike Count each year since 2011, I am happy to see city leaders engage with the community to improve quality of life. Keep up the good work. Sincerely, Clifford Anderson
15. **7/26/2015** I am a Tempe resident and a firm believer in bike lanes that are physically separated like the new McClintock lane. My bicycle is my choice of transportation. I could have a car but I choose not to because I believe bicycles are better for me, for the community, and for my fellow citizens. Michael Cordova
16. **7/26/2015** I love the new bike lanes on McClintock. I keep driving by them (I've been meaning to bike down them) and thinking about how great they are. I especially like that the lane goes under the bridge on McClintock. Are there plans to add signage to the Apache/McClintock intersection? Keep up the great work!! Kim Gresham
17. **7/26/2015** Good Evening, I just wanted to take a minute to thank the council for the new bike lanes on McClintock. I am so excited to feel safe in my own lane as I travel north and south. Thank You, Samantha Hagness
18. **7/27/2015** Hello Tempe City Mayor and Tempe City Council Members, I just wanted to take the time to thank you for the installation of the new bike lanes on McClintock! Thank you! I live off of Warner and Rural and love to bike up to Trader Joes off of Guadalupe. These new bike lanes will make that ride considerably better! These are seriously some of the nicest bike lanes I have seen in Arizona! The better our cycling infrastructure gets, the more people who will feel confident and comfortable cycling in our community. Keep up the great work! Thanks again and all the best, Steven May
19. **7/27/2015** The Honorable Mark Mitchell, Mayor of Tempe and Members of the Tempe City Council Dear Mayor Mitchell and Members of the City Council: I am writing to thank you for the inclusion of bike lanes on McClintock Drive as part of the repaving project. This route is a critical need for north/south travel by bicycle. I am happy to see city leaders engage with the community to improve quality of life. I'm also looking forward to the completion of Broadway Road. I'm an ASU employee of 30 years and moved to Tempe two years ago, I have been able to ride my bike to and from work with no issue but all of these changes will be a vast improvement to life in Tempe. Thank you so much! Keep up the good work. Teresa Robinette
20. **7/27/2015** I wanted to take a moment to thank the city council members for their work at creating marked bike lanes along McClintock. Although a controversial subject to many, alternate ways of commuting are a valuable assets to cities hoping to attract more progressive, forward thinking, & younger population. This in turn creates new businesses, new jobs, new ideas & most importantly an option, perhaps, for finding a better way to bring communities together. Please continue to work for alternate means of safe(as it can be) ways of traveling throughout the city of Tempe. If there is anything I can do to help the cause, feel free to contact me via this email address. DiAnn Bottomley

21. **7/27/2015** I SUPPORT BIKE LANES IN TEMPE! Emily Zastrow
22. **7/27/2015** Thank you for your support of the new bike lanes on McClintock Drive. There is a lack of good North/South bike routes in Tempe and this a great step toward linking the city together for all of its residents, not just drivers. I rode on McClintock over the weekend and it was fantastic. This is exactly the type of lane that makes riders feel comfortable on high speed, high traffic roads. I hope we continue to see similar improvements on bike lanes throughout the city. Thank you again for pursuing a more complete approach to street design. Patrick Gilbery
23. **7/27/2015** Tempe City Council, I am absolutely ecstatic about the new bike lanes that have been installed on McClintock Drive. For years, I would ride up McClintock in one of the lanes of traffic, and it was a harrowing experience. More than once I was nearly clipped by cars going past at 45 to 50 miles per hour. It felt like I was taking my life into my hands every time that I got onto the road. The new bike paths are a beautiful change; well separated from the lanes of traffic and highly visible. I know that this will encourage me to ride on McClintock more often, and I've already noticed that drivers are slower and more careful than they were before. I would like to thank all the members of the City Council for making this happen, and I'd like to encourage you to continue the bike lanes north on McClintock all the way to Tempe Town Lake! We have a beautiful city to bicycle in, and I hope the council will recognize that and develop the city to reflect it. Thank you again! Kristian Doak
24. **7/27/2015** Council Members, I would like to let the council know that creating a physically separated bike lane on McClintock would be wonderful! It will make riding safer for riders as well as drivers. Thank you, Ruth Condon
25. **7/27/2015** Dear Tempe City Council, My name is Cooper Parkinson and I am the general manager and one of the owners of Spokes on Southern, located on McClintock and Southern. I wanted to write you to express how thankful we are at Spokes for the new McClintock bike lanes. Many of my employees do not own vehicles and ride their bike to work every day. I have two full time employees who ride up and down McClintock specifically and they have told me how much they appreciate the bike lanes and added safety. We are all proud to live in such a forward thinking city and are excited to continue to promote and utilize new infrastructure designed for bicyclists in Tempe. Thank you! Cooper Parkinson
26. **7/27/2015** Hello--and thank you! I live off McClintock and returned from vacation this week to not only find the roadwork completed but new--separated--bike lanes. Thank you! Even though I'm way too nervous to ride my bike along there, I'm always fearful when I'm driving by bicyclers trying to ride along there. I usually try to get way over in case they hit a bump and lose control--or whatever!--but when it's real busy along there it's not always easy to do that. What a MUCH safer solution! Please DO extend this solution all throughout Tempe. It's SO much safer -- for EVERYONE. Again, thank you! Melinda Louise
27. **7/27/2015** I just wanted to drop a line and thank you all for the work you've done to get the new bike lanes on McClintock. I do not live in Tempe, but I am a part of Tempe's bicycling community and ride to Tempe from Scottsdale 4 days a week. Things like this new bike lane

only make it easier for my fiancé and I to get in and out of Tempe and have us sold on buying a house and moving to Tempe next year when our lease is up. The bike lanes on McClintock are a great addition to the city but we need to keep moving forward and really make Tempe a bicycling destination! Thank you all for your work on this project and your continuing support! We all really appreciate it! Jeff Hawley

28. **7/28/2015** OVERJOYED! ECSTATIC! THRILLED! Seriously, this is how our whole family feels about the new bike lanes on McClintock. Thank you so much for this creative, appropriate, timely solution! It will make a big, positive change in our lives! Beth Tom and family
29. **7/29/2015** Hi! I'm training for the 1/2 Ironman triathlon this year, and the full distance Ironman next year. Just wanted to tell you guys a *huge* thanks for the McClintock bike lane, can't tell you what a convenience it is when I need to get short sprint workouts in during the week, or just shoot up to Tempe Marketplace. Hopefully the lane can go all the way to TM eventually! Anyway, thanks again, things like this are some of the reasons why I love Tempe. Keep up the good work, - Stephan Dzur
30. **7/29/2015** Hello, Just wanted to say that the new bike lanes on McClintock are great! I especially like how there is a buffer zone, separated lanes are amazing. This project turned out way better than the Hardy fiasco (seriously, protected lanes are nice but not on the sidewalk where cyclists have to deal with driveways, trees, and ill placed curbs is not good). Tempe was seriously lacking north/south routes and this will definitely add to those willing to travel by bike in the city. It's a great way to get to the Light Rail as well. So thank you very much from a Tempe cyclist! - Mike Bolitho
31. **7/29/2015** Dear council members, I would like to offer my sincerest thanks for the addition of bicycle lanes on McClintock drive. I live in the northwest corner of McClintock and Apache and frequently travel down McClintock by bike to pick up groceries from Sprouts on McClintock and Southern. Thanks to the new bike lanes, I'm no longer being harassed by motorists and have several feet of breathing room from the side-view mirrors of cars. This also makes for another much-needed cyclist crossing to get around the Union Pacific Railroad line, as the closest crossings are along College and the Tempe Canal. I would love to see more signage for these new lanes, especially for distinguishing between the bike lane itself and the buffer strip. Perhaps some raised pavement markers like Botts' dots placed in the buffer strip? I'm excited to see what other street improvements the city of Tempe is planning with regards to making our roads more accommodating for all users. Regards, David Nyer
32. **7/30/2015** Dear Mayor Mitchell and City Council Members, I am grateful for the recent addition of bike lanes on McClintock during the routine pavement maintenance project. This closes a large north/south gap in Tempe's on-street bikeways network and provides connectivity to residential and commercial areas as well as a high school. This is a great improvement for me as a driver and bicyclist because each mode now has a well defined space to travel in. I drove through the area on Saturday and Sunday and felt no negative impact to vehicular traffic in the new travel lanes. I noticed a young man riding his bike to work at Target as well as two teenage girls riding near the high school, all riding in the bike lanes. I lived near Baseline and McClintock from 2001-2006 and continue to shop in the area frequently. Prior to this project I never saw any bicyclists using the travel lanes and I would not have felt safe biking there. I plan to ride my bike there soon now that there are bike lanes with a wide, striped buffer. My coworker

commutes along this route to the office daily. He has noticed the new bike lanes provide traffic calming by narrowing the total roadway width, whereas he used to witness a lot of speeding vehicles. This makes him feel more comfortable as a cyclist. He has not noticed any significant increase in traffic congestion along the corridor as a result of removing a travel lane, even during morning and evening rush hour. I look forward to driving and biking to my favorite business along McClintock and appreciate the City of Tempe's efforts to increase my transportation choices, comfort, and safety. I feel this was money well spent. I hope this type of project will be added to more arterial streets in the future. Thank you, Susan Conklu

33. **8/2/2015** Hello, As a certified Project Manager (PMP) and Tempe citizen, I just wanted to say how impressed I am with the bike lane project on McClintock. The final result is fantastic. (Although as an active biker, I am a major advocate for protected bike lanes on major city streets as there are so many distracted and impatient drivers on the road, and the number of them is increasing.) Your organization and timing of this major project was very impressive. In this day and age, you probably heard a lot more complaints from drivers that were inconvenienced for a day or two, so I just wanted to give you kudos for a great job well done!! And ahead of schedule I believe as well. I live near the Guadalupe and McClintock intersection which is a major commercial area with many popular stores. This project with its high visibility, well marked areas will serve many Tempe residents and visitors for years to come, and make this a much safer intersection. I noticed more and more pedestrians and bicyclists in this area over the last year or so. What do you think about extending the 35 mph zone by Marcos de Niza High School east to the Guadalupe and McClintock intersection to help make it a truly pedestrian and bike friendly area? Thank you! Jeffrey Grout
34. **8/4/2015** Thank you so much for putting in the amazing protected bike lane on McClintock! As an avid cyclist and bike commuter, I'm thrilled about this! I've never felt safe biking on McClintock before, and it's so nice to be able to ride on it now. Is there any chance that we'll be able to get a bike lane on some other major roads in Tempe, like Southern, Baseline, or Rural? Again, thank you very much for making Tempe more bike-friendly! Heidi Lynch
35. **8/6/2015** Hi All, Just wanted to say it is pretty exciting to see the recent pavement overlay and buffered bike lanes on McClintock Road. I had heard about it but just got a chance to see in person. I really like how you presented it in the press release which shows traffic volume reductions and what comparable volumes are on other Tempe streets. Congrats! Matthew Taunton
36. **8/16/2015** I want to commend the city of Tempe for making a tough decision to put bike lanes on McClintock Road. I ride my bicycle to work every day and McClintock is my route. This project has reduced my commute by about ten minutes. The most beneficial result from this project is that the reduced lanes force drivers to adhere to the speed limit which creates a safer travel environment. Thank you, Greg Davies
37. **9/19/2015** I live just off McClintock and Loma Vista. I've noticed no problems with the change to add bike lanes. Dave Shores
38. **9/24/2015** I am an avid rider, doing over 5000 miles per year. I love that Tempe is such a bike friendly town. I especially love the new bike lanes on McClintock near my home. Up until they

were added, I'd feel endangered every time I rode from home to the train. Bravo Tempe. Keep it up! Sam Rector

39. **9/25/2015** Dear Members of the Council, I would like to start with praise for the new bike lanes on McClintock—I just saw them last week and was impressed. Now the big question: can we do this on Baseline from Hardy to the 101 freeway? The reason for this request is that between Guadalupe and Alameda, there is no effective east-west bike route with the exception of Cornell/Southshore although this route is blocked at the canal in Kiwanis Park. The second issue that I would like to raise is gasoline-powered bicycles that are ridden in bike lanes or on sidewalks in our city. Many of these seem to be homemade contraptions where a 2-cycle engine has been attached to a bicycle. Many of these devices can reach speeds in excess of 20 mph which is supposedly the speed limit for motorized bicycles according to HB2796 passed in 2006. The major problem that I have with these motorized bicycles is their lack of an emission control system. As a city that is trying to ensure clean air for its residents, allowing a mode of transportation that emits pollution far in excess of a typical automobile seems to be inconsistent with the quality of life Tempe is trying to achieve. HB2796 does specifically allow local authorities to adopt laws further regulating motorized bicycles. I would encourage the Council to enact an ordinance that any gasoline-powered bicycle is required to have emission control systems commensurate with those found on typical motorcycles. If further information is desired on either of these issues, I would be more than happy to speak to individuals or to the entire Council. Thank you for your time and service, Scott Lefler
40. **10/9/2015** New asphalt lift and stripping with reflectors are outstanding. Beautiful job. I live in the Lakes and drive it everyday. Keep up the good work! Mark Knops
41. **10/12/2015** Hello, I strongly support the reconfiguration of McClintock to add buffered bike lanes, and I was very excited to hear about the candlesticks pilot program. Keep up the good work. It would be great if you could also paint the bike lanes green through intersections to increase their visibility, as some other cities like Flagstaff have done: Thank you. Jonathan Gelbart
42. **10/18/2015** Just a quick note to say thanks again for the changes the city made to McClintock between Guadalupe and Broadway. I am a long time bicycle rider and live near Broadway & McClintock roads. In the past I would avoid using McClintock as a bike route due to the lack of bike lanes. I now use this route several times a week and really appreciate the changes. I have seen several editorials in the newspapers recently by drivers complaining about the new layout. Just wanted to let you know that some of us think the changes that were made are a good thing. A Tempe native, David Babcock
43. **10/20/2015** Just wanted to say thanks to whoever had a hand in putting the new bike lanes on McClintock. I ride them several days a week between the ASU campus and ASU research park off of Elliot, and my commute time is faster and I feel a ton safer about riding each way. Also great that they connect to canal path. Would be great if you found a way to extend them further north to connect to the path around Town Lake. Thanks again, Joe Karas
44. **10/22/2015** The Honorable Mark Mitchell, Mayor of Tempe and Members of the Tempe City Council Dear Mayor Mitchell and Members of the City Council: I am writing to reiterate my support of the McClintock Drive bike lanes. Since the bikes were installed, I have ridden it over a



dozen times and can attest to the greatly improved safety. I have also seen other bicyclists using the route. I would like to point out that enhanced infrastructure such as bike lanes sometimes takes a while to grow in use. For commuting, people need to plan their route and work out many details to switch from driving to bicycling. In some cases, the presence of good bicycle routes may even impact peoples' decisions about where to work or live. These are long-term and profound decisions. Please stay the course. It has taken decades to establish bicycle route infrastructure that contributes to making Tempe a great place to live. That said, we still have work to do to improve bicycling infrastructure, to increase ridership, and to improve safety. Sincerely, Clifford Anderson

45. **10/22/2015** Just wanted to drop you guys a quick note letting you know how ecstatic I am over the new bike lanes on McClintock. You're doing the hard work and making Tempe a great place to live with alternative transportation. I really appreciate all your efforts and hope to see many more new bike lanes come about! Keep up the great work! Jeff Hawley
46. **10/22/2015** Dear Council and Planners, I would like to, once again, thank you for the excellent work repaving S McClintock Dr from Broadway to Guadalupe. I drove from Thomas to Alameda today and noticed no appreciable difference in congestion. I did note a couple off cyclists taking advantage of the availability of the vine lanes, my wife was able to get a picture of one, attached and posted to the Bike McClintock facebook page and tagged #BikeMcClintock. I love the new lanes and am happy that tree traffic was reasonable even at 4:30 pm on a Thursday! Bill Terrance
47. **10/22/2015** Hello! I just wanted to take a moment to thank you all for adding bike lanes on McClintock. It is great to see that the City of Tempe is working to make our roads safe for all users. Thank you for your work, Erika Jerme
48. **10/22/2015** I just wanted to thank you for the new bike lanes on McClintock. My family and I use them often. Thanks again, Veronica Booth
49. **10/22/2015** Thank you so much for repaving and including bike lanes. It's great to see Tempe willing to invest in safe and green modes of transportation such as cycling. Thank you, I bike McClintock. Ashley Lanoue
50. **10/24/2015** Dear City Council Members, I wanted to thank you for all of your efforts to put in bike lanes throughout Tempe. I've recently moved farther away from ASU's campus and I am now taking the Hardy and 13th street bike lanes to and from work every day. The bike lanes on Hardy are amazing! It is so nice to be able to bike to work knowing that I'll be safe and cars won't have to worry about accidentally hitting a me. That level of safety lets me support neighborhood and businesses farther away than I normally would. I know that it probably took a lot of work to get these bike lanes passed and find the funding, and I want to let you know that your efforts on the community's behalf are greatly appreciated. I've lived all over the country and can attest to the impact that bike lanes can have on supporting small, local businesses. For example, while living in Atlanta, I got to see their Beltline project radically transform derelict, empty industrial buildings into vibrant neighborhoods. You may not think of Atlanta as a bike-friendly city, and most of it is not; however, those communities that are connected by bike lanes and thoroughfares also support some of the highest densities of small businesses of any area in

the city. Once again, thank you for all of your efforts on our behalf. Kind Regards, Owen Hildreth

51. **10/29/2015** Tempe Council, Short summary: My wife and I use the new bike lanes regularly, and we love them. We want them to stay and expand! Full story: We live in the apartments on the northeast corner of McClintock and Southern. We own a car, a scooter and a bike, so we get the full range of experiences when travelling near home. I've had the opportunity to use the bike lanes a few times every week since they've gone in. They're on a small portion of my regular bike commute, and I also take them up to the Phoenix Rock Gym. In the near future, my job will be moving such that I'll be using the McClintock lanes nearly every day for at least a couple miles round-trip. My wife is considering a job on Warner & McClintock, which means she'd be taking these lanes for a *huge* swath of her daily bike commute. These particular bike lanes are awesome! That generous buffer between myself and traffic makes me feel so much safer. Before, I was riding on the sidewalk, and it was always a little nerve wracking crossing any kind of driveway or intersection. Now cars actually see me. That makes all the difference in the world. In fact, the difference in safety (and smoothness of ride) has occasionally riding my bike to places I'd usually jump in the car for. Trader Joe's? PetCo? Target? I've hit all 3 of them by bike since the lanes went in, and really enjoyed myself. I was surprised when I discovered they'd only be going up to Broadway (for the northbound lane). Since I climb regularly at the Phoenix Rock Gym, and my job is moving to the north east (Rio Salado & Alma School), they'd be even more useful to me if they extended all the way up to Rio Salado, or at least University. I'd also love to see them put in on some other scary-to-ride Tempe streets, like Southern and Broadway. All this is just to say thank you. Thank you for improving my daily commute and my safety. Sincerely, Heath Lesjak
52. **11/20/2015** I love the bike lanes and ride my bike all the time now. I feel safer and it leads me to many of stores and canals etc. Denise Buchanan
53. **11/20/2015** I can't thank you enough for putting the bike lanes and reducing the traffic flow on McClintock Dr. I live near Fees Middle School and use McClintock Dr. for travel in my car, by bicycle, and walking. The fear of speeding traffic flying over the curb around the turn just north of Southshore Dr. has been been a problem no matter by what means I travel and the fear has been realized multiple times and the wall has been rebuilt over and over again. I understand the confusion in learning how to maneuver through the new lanes and I think the posts that are proposed are a great idea to help further separate the traffic. This is a busy street with many young pedestrians due to the proximity of so many schools nearby, and I am aware personally of several severe accidents that have occurred on McClintock, and this new change can only be for the better safety of everyone. Thank you again. Paulette Delgadillo
54. **11/27/2015** Dear City Council, I am an avid cyclist living in Tempe near McClintock Dr/Broadway Rd. In fact, I used to live in this area years ago, and had a difficult time commuting. Since moving back to this intersection, I am extremely excited to experience the evolution towards the ability to commute via McClintock this past few months. The recent infrastructure of the bike path via McClintock Dr has made my commuting safer, more enjoyable and improved my ability to gather other cyclists/non-cyclists to join the road; including roommates, colleagues and peers. Additionally, this opportunity to ride on McClintock southbound, has lead me to explore more of South Tempe, where I have learned to appreciate the bike paths running North/South. I would

like to express a post-Thanksgiving appreciation to all the efforts put into producing this exponential experience towards healthier commuting. Best, Ilyssa Summer

55. **12/16/2015** Hi Eric, I was on McClintock the other day southbound from Southern to Baseline and the bike lanes are fabulous. A bonus is that because there is more space on the right side of the car lane, visually from a car's perspective, it feels more like a boulevard. One can see the trees better. It feels safer. Offers a more relaxed driving experience as well as a better bicycling experience. Great Job. Maureen DeCindis
56. **12/17/2015** Council members, I haven't written to you for a while but try to refute negative comments on a couple Facebook groups. A realization came to me last weekend as I was on the McClintock bike lane (Apache to Southern) on the way to the TBAG meeting. Some of the commenters write about how bicyclists should only use side streets and collectors to get to where they are going. What I learned the other day was that I was noticeably faster traveling McClintock than I would have been using secondary roads. I'll keep this in mind when I see that comment pop up online again. The McClintock bike lanes are great! I'm almost sorry I don't live on the East side. Thank you, - Jeff Caslake
57. **12/26/2015** Council Members, Thank you for the bike lane improvement on S. McClintock. I am a commuter cyclist and Tempe has everything I need close to home and I'm proud to be a resident. I'm looking forward towards improvements for cycling community safety. Thank you, Lawrence Sutherland
58. **1/12/2016** Wanted to share some further thoughts after using the McClintock lanes. So as I've been riding on McClintock, my thinking is that giving almost an entire lane to bicyclists using this buffered design, is a good infrastructure type. In the past I've always spoken out against separated bike lanes. This has always been from several standpoints, one being that my mindset has always been one of a vehicular cyclist. However, my gripes were often related to design. Oftentimes they're separated with concrete barriers that cannot be crossed by bicyclists, or they're so far removed from the regular travel lanes that visibility of bicyclists to motorists becomes a concern, especially at intersections and when streetscaping is added between the regular lanes and the separated bike lane. When I ride on McClintock, it feels that bicycles have finally been legitimized as a form of transportation and that is the most important part. It feels like we belong on that road. I think it also tells motorists, even if many don't believe it, that bikes belong. I can easily move out of the lane when needed, as I did today to go around a broken down truck that was blocking, and I have no concerns that I'm not visible. Thanks again for your commitment to bicycles and actively making Tempe a better place for bicyclists. –Tom P.S. How about a sharrow in the right lane of McClintock northbound starting at Broadway up to

Apache? That's the only missing piece between McClintock and Apache, which I find is a good road to bike due to the lower speeds and sufficient bike lane. - Tom

59. **1/27/2016** Greetings Mayor and council. I'm writing on behalf of our staff and large customer base comprised of cyclists of all ages and types, many of whom are also motorists. In advance of the March meeting for an update on the McClintock bike lanes, I would ask that you all read the following articles with open minds. Bike lanes are about more than just bike lanes:  
[http://www.denverpost.com/opinion/ci\\_29419329/bike-lanes-are-about-more-than-just-bikes](http://www.denverpost.com/opinion/ci_29419329/bike-lanes-are-about-more-than-just-bikes)  
5 things states can do to bring transportation policy out of the stone age:  
<http://usa.streetsblog.org/2016/01/22/5-things-states-can-do-to-bring-transportation-policy-out-of-the-stone-age>  
70 percent of U.S. mayors would back bike lanes over parking or passing lanes: <http://www.peopleforbikes.org/blog/entry/70-percent-of-u.s.-mayors-would-back-bike-lanes-over-parking-or-passing-lan>  
While it's clear the McClintock lanes have been contentious, they were and are the right decision. It's high time cities stop catering solely to motorized travel and make our streets a safe place for everyone. A place that can move us away from oil dependency, can help connect communities and encourage people to make choices that are better for their bodies and the environment. A place that influences folks to move to smartly designed cities that offer alternative transportation. It's also been proven, bike lanes = economic benefit. One study by NY DOT showed an increase of 49% in retail sales on a specific NYC street (<http://blogs.wsj.com/metropolis/2012/10/24/report-bike-lanes-pedestrian-plazas-good-for-businesses/>). I'd also like to note, that simply building facilities for non motorized travel, will not guarantee their immediate use and adoption. The majority of folks who would like to bike more, roughly 50 to 60% based on Portland research (<https://www.portlandoregon.gov/transportation/article/158497>), are identified as "interested but concerned". That is they have fears, which can be allayed via various methods. Better infrastructure being one of them. This group also needs encouragement, which, unfortunately infrastructure alone does not do. Interested but concerned riders also need time, to see the lanes in use, even occasionally, by other riders, before even considering using the lanes themselves. Knowing this, I'm of the opinion that simply counting bicyclists using new infrastructure is not an accurate representation of the value of said infrastructure. Lastly, another thing I feel is important to the interested by concerned group, is a robust Vulnerable Road User law (which is an entire email discussion in and of itself). Unfortunately, too many bike/car crashes are painted as tragic accidents, which is simply not the case. At best it's negligibility, at worst, premeditated. For too long, motorists have been given a free pass in bike/car crashes. This needs to stop. While I can bike most roads without more than a passing thought of mild "what if" fear, when I ride the McClintock lanes I feel at ease, and that's quite a nice feeling. I also drive McClintock, not every day, but I have certainly driven it at various hours including rush hours, in both directions. I have noticed no "crazy delays", nor do I have issues with the new lane configurations, though I do know that some motorists are heavily confused and fearful of a few plastic poles. As such, I question the safe driving skills and roadworthiness of these motorists. I feel it prudent to restate, driving is a privilege, not a right. I would like to see selective enforcement of lane violations on McClintock. Lastly, if this email hasn't made it clear, any thoughts of removal of the McClintock lanes is not an option in our opinion. It would be a black eye on a city that just recently received a Gold level bicycle friendly designation.  
Thank you, The Bicycle Cellar Staff

60. **2/18/2016** City Council Members of Tempe, I'd like to explain my thoughts on the McClintock bike lanes, in this order. 1. The future of Tempe, and congestion. 2. The complaints of those who do not like the lanes. 3. Whether or not to change or keep the lanes. Tempe is becoming more dense, as was the plan for the city. Tempe has two options, bend to the will of drivers who refuse to utilize other modes of transit, and build infrastructure for cars alone. Or continue to create accessible, multi-modal transit options despite the fact that some drivers will always be pissed about that. The second option will make Tempe a safer, easier place to live, while the first option displaces anyone who cannot drive for whatever reason (money, medical issues, personal choice). Tempe's future as progressive city that cares about all of it's citizens may rest with the decision you make regarding the McClintock bike lanes. Some people don't like the lanes. From what I've heard, some people are having a hard time turning into or out of their neighborhoods, and this is the increase in time that is affecting them. Give these people stop lights, or commission a study to see what can be done to make this aspect of their commute easier for them. Let them know they are being heard and that their opinions are valued. If they feel they are being ignored they will make more noise. What are the actual numbers (a comparison of the current lanes, a year ago, five years ago, ten years ago, etc) regarding density during peak times, during off-times, accident rates, time of travel from south to north Tempe, etc? Please use these numbers to make your decision as to whether to change the lanes or not. I'm in the camp of the future, that we need to build for that. Especially since the people who are complaining now, in twenty years will be up in arms that they don't have bike lanes to travel on since their kids took away their keys (much like how 10 years ago south Tempe was so against Orbit, and now complain they don't have it, even though they are getting one). Just pre-empt this by asking them what they want for their future, when they can't drive. But like I said, please look at the numbers. If there really has been no substantial impact on travel time (this could absolutely just be people reacting poorly to change), then shout that from the rooftops. Get the numbers out there and let people know. If wait times on McClintock are a little longer, but accidents have decreased, residents should know that. If travel times have increased and accidents have gone up as a result of the bike lanes, then that's bad. But the only way for you to make a sound decision here is to look at the numbers and see what the data says. Please be pragmatic about this. Thanks for your time. I'm just as frustrated as you that I have to keep writing to you about this. Denise Johnson
61. **2/21/2016** Dear Tempe City Council, I am a proud resident of Tempe who has lived here for almost 10 years. My pride for Tempe grew when my tax dollars were spent to build safer bike lanes along McClintock road last year. Riding a bike along a fast busy street is scary, causing Tempe residents to choose car over bike when deciding how to commute to their desired destination. These new bike lanes create a much less stressful and frightening bike commute and help define Tempe as a bike friendly city. As a cyclist, I would be very sad and disappointed to see them leave. I hope that more and more of these type of protected bike lanes a built in Tempe, encouraging people to commute by bike in safety. Please keep the McClintock bike lanes! Sincerely, Kristen Countryman
62. **2/22/2016** Dear Council Members, I am writing to you today to voice my support for the bike lanes that have been added on McClintock. As a bicycle rider, I applaud the city's effort to make bicycle riding safer for their residents. The addition of these bike lanes has meant that I am more likely to choose to bike to places that are along this stretch rather than drive. I am looking

forward to the addition of more bike lanes on other major roads in Tempe. Sincerely Lori Lieberman

63. **2/22/2016** Sounds great, thanks for the heads up! The lanes have been great. I drive and bike McClintock frequently and haven't noticed a negative impact on traffic but love being able to cycle up and down McClintock. I just wish it went northbound past Broadway. Mike Bolitho
64. **2/22/2016** Sue, Does that mean the public comment period actually precedes the meeting? I would like to be there for the presentation and am interested in the data that the city staff has collected. Thank you, -Jeff Caslake
65. **2/23/2016** Thanks for the notice- I plan to try to come to the meeting on the 17th, but I'm generally still working during that time so I don't know for sure. In the event I can't participate, I would like to reiterate my thanks for the bike lanes and protective candlesticks on McClintock. I use them ~3 days per week to commute in both directions, and my commute is much improved and safer as a result. That said, I would also like to emphasize the need for the McClintock bike lanes to be extended in the northbound direction north of Broadway Rd (and in both directions north of Apache Blvd). In particular, I've had a couple scary close calls while biking through the railroad underpass in the northbound direction between Broadway and Apache. It seems inexplicable that no bike lane was put there when the southbound one was put in, and there's a really serious need for a good, safe, north-south bike corridor in that part of town. Thanks again, Joe Karas
66. **2/24/2016** Hi all, I am writing to let you know I totally support all the projects Tempe has put in motion for bike lanes. They are sorely needed, especially South of the US 60. Keep up the good work. You've got my support! -Preston Swan
67. **2/25/2016** Hi Amanda, This is the video from [3feetplease.com](https://www.youtube.com/watch?v=3feetplease.com). It's an amazing video! Thanks again for the bike lanes! <https://youtu.be/-4hiJtx6d9A> Veronica Booth
68. **2/26/2016** I have bike commuted to school and work in Tempe for over 20 years. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I ride every single day, to work, to friends, to events etc. I feel safer with the bike lanes. I do not believe that auto traffic has been impacted negatively by having bike lanes on McClintock Dr, and in fact they should be extended all the way to Rio Salado Parkway. There are not enough N/S bike routes in Tempe, especially in the area that McClintock Dr serves. Thanks, Paul Emerson
69. **2/27/2016** It has come to my attention that the Tempe City Council is considering removing the recently completed bike lane on McClintock Road. To me this would be a huge step backwards. I encourage you not only to keep this lane open but to expand the project to other roads in South Tempe. My wife and I are approaching our retirement years. One of the reasons we have decided to stay in South Tempe is the bicycle-friendly nature of the community. We use our bicycles for practical errands as well as for recreation. Our primary care doctors are located on McClintock Road and the bike lanes are very handy for trips there and other destinations along McClintock. Please consider not just leaving the present bike lanes open but also look for further opportunities to open bicycle lanes on other roads. Michael Cordova

70. **2/27/2016** Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. Additionally, I can point you to many studies showing the minimal impact on traffic flow in places where bikes lanes have been added. It makes sense after all, if people have alternatives, then they will choose to bike and there will be fewer cars on the road. I'm not sure why drivers don't understand this concept. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's **total** transportation system. I live off of Dorsey and Broadway, and the McClintock bike lanes are vital to providing a safe route to the light rail, which I take every day. I also bike for recreation, to see friends, and do errands. I feel safer because I know I am safer. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Please don't be over-run by the automobile advocates. I recognize the importance of cars, as I myself have one. But for too long our infrastructure has been designed with solely that mode of transportation in mind. It's time to build for alternative modes of transport and do what we can to encourage the reduction of single-occupancy vehicles. This will not only have the benefit of reduced greenhouse gas emissions, but driving less means physically and mentally healthier and happier citizens. Thank you for your consideration. Becky Santiago
71. **2/29/2016** The McClintock Drive Project has improved the well being for people using bicycles with the added candlesticks. One problem we have noticed is the Bus stop at McClintock & Guadalupe in front of Walgreens. If there is no BUS in sight; vehicles are using this area to make a right hand turn after a green light to get into Walgreens. There are several white blocks on the street after the BUS area where vehicles are to turn right. We have seen vehicles coming to a T-Bone collision with vehicles who use the area to turn right and the vehicles who do not almost collide. Should the public be allowed to use this area to turn immediately right rather than use the painted blocks if there is no BUS parked? Scott F Devin
72. **3/2/2016** Although Arizona is one of the youngest states, our roads weren't designed perfectly. There's no above ground subway/train/trolley or special lane purely for buses and bicycles. We're a constantly growing city, but instead of growing vertically we're spreading out. This makes expansion on current roads for permanent public transportation an expensive and lengthy project (light rail). What we can do is something cheaper, which is what we did on McClintock. The bike lane on McClintock is a step in the right direction to make Arizona a proper commuter friendly city. By having that protected bicycle line, it'll make it easier and safer for cyclists to commute. The highways for bicycles are confined to canals (which provide safe straight-aways where they have to worry about being clipped by cars). The protected bike lane makes a new highway for bicycles with the plastic pylons creating our own version of a guard rail. Let's not become the next Texas or California, expanding our freeways just so more people can be single car commuters and never truly ease the amount of traffic. Let's keep this segregated bike lane and perhaps even expand current lanes and become the next NY, Seattle(.A), Portland(OR), or Boulder (CO) . If we work hard on this we can become a healthier,

less congested, and easier to maintain city. Please keep the bike lane on McClintock. Somerset Pickard-Brown

73. **3/2/2016** Dear Tempe City Council, Though I am a Phoenix resident, I have had many occasions to enjoy your lovely bike infrastructure in Tempe. In general, I've been impressed with the City of Tempe's recognition that nationwide, people are opting for more dense, less sprawling and car-dependent infrastructure. I'm writing to express my support for the bike lanes along McClintock, and share an interesting anecdote. On a social ride a few months ago, some patrons at Papago Brewing Company stopped me and asked if I'd had anything to do with the new bike lanes at McClintock. Being a bit nervous that I was about to hear a series of complaints about how they slow traffic, I truthfully told them that I wasn't involved. But these patrons - three older gentlemen - went on to express how happy they were with the lanes. Though they don't ride the lanes, they live a block away and commented on how much the lanes had cut down on the car crashes that happen a block from their homes on a regular basis. I could relate - I live near 7th Avenue in Phoenix, a disaster of an engineering project that enables people to quickly travel from the northern suburbs to downtown Phoenix at the expense of safety and livability in our neighborhoods. Road diets like the one the City of Tempe implemented on McClintock make streets safer for more than just bicyclists - they improve safety for pedestrians and motorists as well, simply through traffic calming. I would urge you to place the safety of people above the speed of cars, and put an end to discussions of removing the bike lanes along McClintock. Best, Libby Coyner
74. **3/3/2016** Hi, Live along McClintock DR and I think the bike lane and candlesticks are great. As a motorist not bicyclist I feel safer and I think bicyclists are safer as well. I'd be happy to see you continue doing this on McClintock and elsewhere -- provided that you take care in narrowing roads such as in the already highly congested area between University and Apache. That's already a nightmare between 3-7 every weekday. Thanks for the opportunity to comment. Carl Schuh
75. **2/29/2016** The bicycle lanes as on McCintock Drive are a great protective innovation for bicyclist. Although I am not a bicyclist, as a driver it is less harrowing to pass someone on a bicycle with that extra lane between the two off us and gives each of us an extra measure of safety. Bravo!! Robin Whitiker
76. **3/7/2016** Greetings, I own a home off of McClintock Drive, and I support the protected bike lanes on McClintock. I moved to Tempe specifically because of the promise that Tempe had made to increase the opportunity to use different modes of transportation. The protected lanes increase safety for kids and families in the neighborhoods, pedestrians, cyclists and drivers. This is especially important because of the multiple schools and businesses along McClintock which were not easily or safely accessible by any transit other than a car. People frequently complain that these new lanes are forcing them to change their driving habits and they should not be forced into any decision. We who cycle feel the same way. We should not be forced to ride on sidewalks (one of the leading causes of cyclist injury is sidewalk riding) or ride the wrong way down a street because there is no infrastructure. My wife I typically use the Alameda route to get to and from work or play every morning and evening. The new bike lane on McClintock now make it safe and convenient to get to Sprouts, Back East Bagels and other shops on the McClintock / Southern intersection. Neighborhoods along the new infrastructure are better off as well. Because McClintock's speed limit is higher than the neighborhood limits, people can



forget that, in any other city, McClintock would be considered residential street. Driveways enter and backyards back right up to McClintock. Implementing some traffic calming strategies makes the McClintock neighborhoods much safer. I should also note that I do drive McClintock a few time per week to get to work and I have NOT noticed a delay in transit times at rush hour. Traffic moves at a reduced pace and it is generally more calm but, it does not take longer to get to or home from my office in Phoenix. Cars do not race down the road from stop lights and things seem more pleasant in general. I applaud the City for taking this step and using my tax dollars in a way that benefits everyone. Thank you, Patrick Valandra

77. **3/7/2016** I really like the bike lanes on McClintock. It seems to provide a much safer place for bikes and that's something I'd like to see more of in Tempe. David Hildreth
78. **3/7/2016** Hello, Please register my support for the bike lanes on McClintock. And note that there are by nature more motorists than bicyclists, so the numbers of complaints vs support certainly do not necessarily reflect the need. And there certainly IS a need for bike lanes on McClintock, as I discovered when I tried biking that street to visit my dad, who was dying of cancer. I eventually gave up because it was simply too dangerous without bike lanes. One either had to bike into the street with no space for bikes and share the lane with cars often going over 45 MPH, or squeeze onto the sidewalk which bottlenecked into a space in which it was too narrow to even bike at the railway overpass. I assume no biker has died as a result of the lack of bike lanes on McClintock. But I have no doubt someday someone would. Sincerely, Ken Jacobsen
79. **3/7/2016** Council members, I am FOR the removal of lanes on McClintock Dr. As a Tempe resident living in the Shalimar area, I regularly commute by bike to North Tempe on McClintock. The removal of lanes has slowed traffic on McClintock and made it more pedestrian friendly. Although congestion increased initially, traffic issues seem to be normalizing as people become accustomed to the changes. Best regards, John Westerdale, PhD
80. **3/7/2016** I am a Tempe homeowner near McClintock & Southern. I strongly approve of the bike lanes. I have had friends get injured while riding their bicycles in Tempe, so bike safety is important to me. I think it helps to reduce traffic speed on McClintock and will reduce accidents in the long run, so it's good for all of us. Sincerely, Xander McDonald
81. **3/7/2016** Just responding to Kolby Granville's question about lane removal on McClintock, in order to create a bike lane: When the project first began, it was very intrusive and slowed traffic almost to a halt. Once the lane was in, however, it did make things nicer. The barrier signposts make it easier to avoid bike riders, and I don't have to change lanes when one rides too far left any more. I think dedicated, protected bike lanes will save a lot of lives down the road. J Smith
82. **3/7/2016** Dear Tempe Council Members and Mayor Mitchell, I am writing to express my support that the bike lane on McClintock Rd remain in place. I am a long time Tempe resident and recently retired. I now use my bike to run a multitude of errands including shopping, going to the library, and doctors visits, not to mention visiting friends and patronizing local restaurants and businesses. Having dedicated bike lanes and bike boulevards make my ride safer. I do not have to worry about competing with a multi-ton vehicle for my space on the road. Riding a bike enhances my life and well being as exercise promotes health, reduces my expenses as I don't need to operate my vehicle, and eliminates pollution from tail pipe emissions and fugitive dust

emissions. McClintock bike lane connects with a multitude of other bike friendly pathways. If this one route is removed, a vital connector is lost to me and I will be forced to get in my car and contribute to the traffic issues already plaguing this community. In addition I lose the benefit of the exercise and increase my monetary expenditures on a mode of transportation I prefer NOT to use. Thank you for your time in addressing this important concern of mine. Sincerely, Janet L. Darcey

83. **3/7/2016** Kolby, I highly approve of the bike lanes on McClintock. I have started using them and my biking group is doing the same. A little extra time in the commute for a vehicle is a small price to pay for a safe bike trip. Regards, Ron Giffin

84. **3/7/2016** I support the McClintock Drive lane reduction done during the summer of 2015. We have lived in our house for 20 years. All 3 drivers in our house love the reduced number of lanes. I support keeping the two lane configuration regardless of what the studies show in regards to bike lane usage or traffic volumes because: I believe that adding additional lanes encourages more drivers to use McClintock instead of the freeway or other streets; the traffic on the street will eventually adjust if it hasn't already. Having more lanes does not permanently solve traffic issues. Encouraging other modes of transportation and/or living closer to your work/life destinations does lead toward permanent solutions. I would rather see more emphasis on making Tempe feel smaller, cleaner, and more community oriented rather than a dirty congested metropolis. In some areas, the lane reduction has made the roads safer. McClintock used to reduce from 3 lanes to 2 lanes in a few locations. It helps that McClintock is now always 2 lanes. For example, these situations previously occurred: There used to be accidents where the old 3rd lane suddenly disappeared at McClintock HS; over the years several people hit the light pole because they didn't know the lane was ending (note the reflector on the light pole at Del Rio; I believe there were some very serious accidents there). Cars in an ending 3rd lane raced to pass cars in the middle lane (south from Southern to Del Rio; south and north from Guadalupe). I drive daily from McClintock at Loma Vista to/from Hayden at Roosevelt during rush hour. Going south approaching Apache and approaching Broadway was always backed up before the lane reduction and doesn't seem any different to me after. I just don't see any differences in my section of drive anyway regardless of what the studies say. Definitely traffic has always been much less congested down McClintock from May to September. I think that it is possible that the people that are complaining are mostly noticing the congestion during the winter months compared to the summer as opposed to the impact of the lane reduction. Please check that the traffic level studies are being compared to the same time of year. Thanks, Anne Till Tempe, AZ 85282 (Alameda Meadows Neighborhood)

85. **3/7/2016** The debate recently about whether to add additional bike infrastructure in Tempe has been met with complaints about traffic, however I use my bicycle as a primary form of transportation including commuting. Tempe's lack of bike lanes and signage creates a significant hazard while traveling along major thoroughfares like McClintock and Rural, and making detours through neighborhoods often creates a significant deviation from the most efficient route. I would love to see separate bike infrastructure implemented but in the interim we need additional bike lanes, not just on the current stretch of McClintock south of Broadway but across the city. It would also be extremely helpful if marked routes didn't suddenly terminate with no clear indication of how to navigate the streets between bike lanes, a problem that needs to be addressed with some combination of bike lanes, signs, and increased driver awareness of the laws allowing for cyclist to use traffic lanes. Dylan Ishihara

86. **3/7/2016** Thank you so much for the bike lanes. I am glad to live in city that truly wants to be progressive in its public transportation model. I am FOR the bike lanes!! Derek Sanchez
87. **3/7/2016** While I am not a current Tempe resident, my husband and I are currently looking to by a condo and Tempe is one of our preferred locations. We like Tempe because of its commitment to progressive transportation options, which include bicycles. When we visit Tempe, we usually combine the light rail with our bikes rather than drive and would likely get around 70% of the time that way as well. Bike lanes are an essential part of making this possible. While some people may experience some inconvenience as the community transitions to greater options, they will adjust. I do not consider traffics of Tempe streets to be overly congested - not at the rate it moves, which is quite fast. If traffics slows that is a good thing. Bike lanes and other alternative transport options distinguish the community from other Valley cities,including downtown Phx, where we live. Don't go backward and please don't cater to the majority of people my age (I am 53) who seem to dedicate themselves to preserving old ways of doing things, prioritizing their own personal convenience at the expense of the true public good. Tempe streets still have a way to go in terms of safety. Move forward, not back. Karen Voyer-Caravona
88. **3/7/2016** Keep the bike lanes. We are a bike friendly city. Paul Morris
89. **3/8/2016** Please save lives & don't get rid of bike lanes. Sons & daughters, husbands & wives have gotten killed when hit by cars while riding bikes. Why not keep it safer? These lanes can mean the difference between life & death. Please don't take them away. Thank you, Nani Aspinwall
90. **3/7/2016** Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Thanks for all you do! Karen Allen
91. **3/7/2016** Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain

nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Broadway, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Regards, DeAna B.

**92. 3/7/2016** Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Apache, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Hunter Hanley

**93. 3/7/2016** Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Thanks for the bike lane, Patrick Carlson

**94. 3/7/2016** Hi, My name is Shaun Ylatupa-McWhorter, a Tempe resident who lives on 1016 S Hardy Drive. I am for the McClintock bike lanes. I do believe they were confusing because of

their width--but that was improved with the candle sticks. It's ridiculous to take the complaints seriously for a project that was only recently completed. Driving a car is a nation wide social behavior--this improvement may be a bit early with this respect but it will be more and more needed; it currently is very valuable to the people who use it. The bike lanes are an adaption of a car centric road to a multi use road, adaption is a slow process and the change will never satisfy all the people; but from what I've seen, the road is safer for all. Consider the high school, when I was growing up McClintock size would've been considered a highway! What was it, 7 lanes wide? That is absolutely negligent to put in front of a population is comprised mostly of pedestrians. My childhood, also, was shaped by the freedom a bicycle symbolized. Do I think the same for those students now? No. Do I think that of the students of the future where they now can travel without the threat of vehicular homicide? I do. This project does not cater for all--but it does cater to neglected subsets of the population: children, the poor, progressives, fixed income, people starting over and living within their means. This road was painted during the scheduled repaving cycle. Do not waste tax payer money by repainting it out of cycle. Also, Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Shaun Ylatupa-McWhorter

- 95. 3/8/2016** Before I get to the form letter part, let me just say that the McClintock bike lanes are my grocery route - they go directly from my house to Sprouts on McClintock and Southern. They have been a game changer for me and have taken my car off the road for the vast majority of my grocery trips. Please don't take the lanes away before traffic has had time to adjust! Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If

these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Henry Braun

- 96. 3/8/2016** Hello, I am enthusiastic cyclist and I use bikes every day for either commuting or recreation. While I enjoy cycling in Tempe, I have to spend time picking my route carefully to avoid more dangerous roads such as those with multiple lanes and no shoulder or bike lane. Contrary to what some road users recommend, I will not cycle on the sidewalk as it endangers both pedestrians and me as a cyclist, as well as inconveniencing everyone. The McClintock bike lane dramatically increased the areas that I was willing to cycle to in that part of the city and made regular journeys much safer. The candlesticks increased my comfort further as they provide a significant buffer between myself and the rapidly moving cars in the next lane. I have heard from friends who are less confident riders that this kind of bike lane encourages them to ride more. With further expansion and development of bike lanes I am certain that Tempe will achieve its goals of developing the cycling community further and thus reduce the burden on the road network. Thank you for considering the cycling community, and those groups and businesses that benefit from it, in your planning. Dan Frost
- 97. 3/7/2016** Being a recreational cyclist who uses her bicycle on occasion, I can say without a doubt that I have never felt more unsafe than when I have ridden on Tempe roads that do not have bike lanes. I can't ride the sidewalk because I will put myself in danger from cars crossing the sidewalks at each driveway. I can't bike on the roads because I will put myself in danger from cars behind, and turning in front of me. When the lanes on McClintock were put in, I was given a sense of peace, knowing that I would have a much safer space to ride my bike without putting my life in danger. I've found it comforting knowing I finally have a place to ride my bike without increasing danger on my life. If the bike lane on McClintock is removed, I will no longer be safe or comfortable riding my bike, and will not be able to ride my bike to many places that I frequent. Thank you, Grady Van Noy
- 98. 3/8/2016** Being a recreational cyclist who uses her bicycle on occasion, I can say without a doubt that I have never felt more unsafe than when I have ridden on Tempe roads that do not have bike lanes. I can't ride the sidewalk because I will put myself in danger from cars crossing the sidewalks at each driveway. I can't bike on the roads because I will put myself in danger from cars behind, and turning in front of me. When the lanes on McClintock were put in, I was given a sense of peace, knowing that I would have a much safer space to ride my bike without putting my life in danger. I've found it comforting knowing I finally have a place to ride my bike without increasing danger on my life. If the bike lane on McClintock is removed, I will no longer be safe or comfortable riding my bike, and will not be able to ride my bike to many places that I frequent. Keep the bike lanes!! -Suzy Cota
- 99. 3/8/2016** As a former student at ASU who has used the bike lanes to commute to class, as well as to work, for the past five years, I speak for most students when I say that these lanes are a vital part of our life. The bike lanes throughout Tempe, whether closed to the ASU campus or not, provide students with a safer route alternative in order to get to their classes and other destinations. There is a growing number of students who do not have vehicles in order to commute to campus, which will encourage the use of bicycles as a method of transportation to most. The removal of these bike lanes will discourage the use of this alternative method of transportation, as well as make the commute more difficult, to those students who will then be

then forced to depend their commute around the timing of public transportation. Thanks,  
Charles Galuska

- 100. 3/8/2016** I enjoy biking and applaud the City of Tempe's efforts to make the city more sustainable and fun with its bicycle initiatives. Tim Weid
- 101. 3/8/2016** It would be hard to argue that removing bike lanes from arterial roadways in the Phoenix metropolitan area will improve public safety or encourage the greater health and well-being of its residents and visitors. As a cyclist, I've been passed entirely too closely by too many cars moving at too high a rate of speed on our local roads to feel safe on them regardless of existing laws requiring safe passing distances and laws granting cyclists the right to use the traffic lanes. Far too many motorists are either unaware of or choose to ignore the rights of non-motorized users of our public roadways. Simply put, bike lanes, including the ones on McClintock, serve to improve our quality of life. It has recently come to my attention that the Mayor and City Council are considering adding an additional car-only lane to McClintock Rd, as well as removing facilities that accommodate transportation options for people on bikes and pedestrians. I am extremely concerned that Tempe would consider reversing progress and years of planning so soon after a project's completion, and delay the implementation of modern, accessible, world-standard roads. Roads must be accessible to everyone so that they benefit everyone, and not force people to use one mode of travel. This issue is of great concern to me, given the rare opportunities to improve roads and bring them up to modern standards. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. Kevin Craig
- 102. 3/7/2016** To Whom it May Concern: I understand that there is consideration of deleting the current bike lanes on McClintock between 60 and Guadalupe in favor of adding another lane of car traffic. I would like to voice my opinion that this would be a bad idea for various reasons and that the current traffic pattern is appropriate the way it is. I ride this section of roadway frequently (1-2 times per week) as a commuter and the section with the wide bike lane is a welcome change from the other sections of roadway with no shoulder or bike lane. - In the Phoenix metro area, drivers do not like to abide by safe passing laws, and police are not inclined to enforce a 3' passing law that is commonly enforced in other areas. Generally, the streets feel safe to ride with a bike lane, but there are certain streets that are virtually unrideable because vehicles think they own the lane when a bike is in front of them. The fact is that 2 vehicles (car and bike) cannot occupy the same time and space and the vehicle wins that battle any time. Bottom line is that cycling on roads with no bike lane is completely unsafe in this region.- McClintock is really the only north/south alternative if you're traveling from PHX or Scottsdale through Tempe or Chandler. The current infrastructure does not support the removal of these lanes for safe cycling routes. - Motorists often argue that cyclists should be "on the sidewalk." It is important to note that cyclists on the sidewalks are neither safe nor legal and this would set a bad precedent for bicycle/auto safety. - There would be additional cost involved with changing these lanes back into regular vehicle lanes. If anything, we need more safe cycling routes. There are plenty of direct routes available for auto traffic, but very few available for bicycles. If anything, we need to add more bike lanes throughout the valley, not less. Thank you for your

time and consideration in this matter. If you have any questions or concerns, feel free to follow up with me directly. Thanks! John Kenny

103. **3/7/2016** I am vehemently pro the bike lanes on McClintock. Especially since this makes it much safer for our students riding to McClintock high school. Cars need to learn to share the road. And, since there was an actual death on this road several years ago this is a good move for the city. Stephani Etheridge Woodson
104. **3/7/2016** Council members, I support the bike lanes on McClintock. It's time to move our city forward and we need to do so one step at a time. I don't want to see resources wasted on moving the city backwards by putting another car lane (back) on McClintock. Inconvenience will dissipate over time. As a long-term strategy - perhaps we can investigate more options to turn other neighborhood friendly roads into bike corridors similar to college Ave. Dorsey and Smith could be great candidates. In closing I ask you this, do we want a cyclist injured or killed on McC in the bike lanes because people are mad at them or neglect them - or because we took them out after we put them in? Because it's only a matter of time. They need to stay, we need to respect them, and we need to learn to live together. Thank you, Corey Hawkey
105. **3/8/2016** Both as a bicycle commuter, and as a triathlete, I urge you to not remove bike lanes from our city. As a student, biking is my primary means of transportation. Removing bike lanes not only makes my commute inconvenient, but also significantly more dangerous. Forcing cyclists onto sidewalks creates a huge hazard both for the cyclists, and the pedestrians that use those same sidewalks. As a triathlete, danger on our training rides is only heightened by forcing our ride to the sidewalks. We travel at high speeds, and cannot always stop if a pedestrian suddenly jumps out in front of us. Removing bike lanes would be similar to removing crosswalks for pedestrians - the amount of injuries would increase exponentially. I am an avid cyclist. I am a part of a few cycling clubs and groups and participate in rides from fast training rides to slower paced social bike rides that are focused on building community. The McClintock lanes and all bike lanes have improved the expansion of all of these groups. They have expanded the scale of businesses we can patronize on our slower social rides as well as how far we can go on our faster rides. I understand my rights as a cyclist and have no problem taking the lane to make myself safer. However, because of bike lanes like the ones on McClintock, that's not something I have to do. These bike lanes have improved the lives of all cyclists in the Tempe area and act as an accessible path to support all of these businesses on McClintock. If these lanes were removed, I would not be able to ride my bike to the businesses I would like to go to, nor would my training rides be able to take the most direct and fastest route. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a



healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. I support the bike lane on McClintock. Bike lanes allow everyone to complete their commuting needs from all areas of Tempe, may it be by wheel chair, skateboard or bicycle. A community should be respectful and share the road with everyone. Should we not have crosswalks or bus stops since less people use those than drive cars? The question about the bike lane on McClintock should not be why, it should be WHY NOT. I don't have an issue sharing the road, and don't feel like my personal commuting time has been negatively affected. However if the bike lane was removed in favor of a car-only lane, everyone in Tempe would be negatively effected. Erin Swiatek

106.        **3/7/2016** Kolby Granville, Thank you for your helping this project along. I am a Tempe resident, homeowner that is very in FAVOR of these bike lanes. I use them daily. I live in Meyer Park neighborhood. Thank You... Otto Weispfenning
107.        **3/8/2016** Hello, Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Thanks, Suhas E P
108.        **3/7/2016** Dear Tempe City Council Members, I would like to write to share my opinion in SUPPORT of Bicycle Lanes on McClintock Drive in Tempe. I am a resident of Phoenix, but as most folks that live here, I'm a resident of the entire Valley, and spend a great deal of personal time shopping at Tempe businesses and dining at Tempe restaurants, attending concerts, festivals and ASU sports events. My friends and members of my family are your neighbors, and these are just a few of the reasons that I visit the city of Tempe many times each week. I use multi-modal transport when in Tempe and use bicycle travel routes to connect to all parts of the city, in combination with Light Rail. For over ten years, I have ridden my bike on the vehicular travel lanes of McClintock. As any sensible and confident cyclist should, I avoid riding on sidewalks at all costs. With the bike lanes added, I have felt a greater sense of personal safety. Not only should we KEEP the lanes that have been added for bikes, but they should be extended north to Tempe Marketplace and Rio Salado to enhance the connectedness of major points of interest and overall public safety for everyone, whether they are citizens or visitors of Tempe. Thank you, Jeremy D Deatherage

109. 3/8/2016 It has recently come to my attention that the Mayor and City Council are considering adding an additional car-only lane to McClintock Rd, as well as removing facilities that accommodate transportation options for people on bikes, pedestrians, and also improve public safety for everyone on the road. I am extremely concerned that Tempe would consider reversing progress and years of planning so soon after a project's completion, and delay the implementation of modern, accessible, world-standard roads. Roads must be accessible to everyone so that they benefit everyone, and not force people to use one mode of travel. I rarely contact city council, but this issue is of great concern to me, given the rare opportunities to improve roads and bring them up to modern standards. If these improvements are removed, my sister will not be able to safely get where she needs to go by bike, and will be forced to use her car for most trips instead. Also, many students do not have cars and rely on bikes as their method of transportation. Not only that, but bikes are a healthy mode of transportation for citizens. Rachael Swiatek
110. 3/8/2016 Thank you so much for the bike lanes. I am glad to live in city that truly wants to be progressive in its public transportation model. I am FOR the bike lanes!! No change can be easy, but this is one that truly matters for the future of our city. Jenna Daum
111. 3/8/2016 To whom it concerns! I believe that structured bicycle lanes can only have positive impacts for the residents and visitors of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options which includes a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking and will limit growth in the long term. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. Since I live off of McClintock and Elliot, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses, which means I have to switch to a larger street without bike lanes which is dangerous. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Please keep the lanes and continue looking at improvements to bike infrastructure in the future. Thank you Tim Tagtmeyer
112. 3/7/2016 Tempe City Council: As a homeowner in a neighborhood off McClintock Drive, a recreational cyclist and bicycle commuter that uses the lanes myself, and a runner that appreciates the added buffer when I am not on my bicycle, I am very concerned that keeping the bicycle lanes is even a question. With the time and effort that it took to put them in place, only recently, and the increasing need for clearly designated bicycle lanes, a move to get rid of the lanes seems like a waste of tax payer money, and it does not advocate for a safer environment for the taxpaying citizens and their families. In today's times, there are more people commuting by bike. It would be a giant step backwards to remove these lanes. My husband and I purchased a home in the Tempe community, because of the more proactive building of bicycle lanes, and the canal system. Since the lane was put in place, I have felt safer

biking on McClintock albeit there are still some cars that continue to disregard there being a bicycle lane. I believe they should be painted green. Keeping bike lanes designated only by a single white line does not help drivers distinguish between a bike lane and shoulder. Protected lanes increase safety for kids and families in the neighborhoods, pedestrians who walk along the sidewalks on McClintock, cyclists and drivers. Being a cyclist, I can say without a doubt that I have never felt more unsafe than when I have ridden on Tempe roads that do not have bike lanes. I can't ride the sidewalk because I will put myself in danger from cars crossing the sidewalks at each driveway. I can't bike on the roads because I will put myself in danger from cars behind, and turning in front of me. When the lanes on McClintock were put in, I was given a sense of peace, knowing that I would have a much safer space to ride my bike without putting my life in danger. I've found it comforting knowing I finally have a place to ride my bike without increasing danger on my life. If the bike lane on McClintock is removed, I will no longer be safe or comfortable riding my bike, and will not be able to ride my bike to many places that I frequent. Please not only work to maintain these bike lanes, but continue to expand upon these efforts to be a leader and model for other communities. Thank you for your time. Annie Butler

113. 3/8/2016 Dear Tempe City Council, As an ASU alumnus, local small business owner, and resident, I wanted to write you in support of the bike lanes. One of the greatest things about Tempe is that it's increasingly bike and pedestrian friendly. You should be working to increase that and further improve upon the things that make the city livable and enjoyable for humans and not just cars. The 1950s vision of the future where cities were dominated by cars is now a relic. Self-driving / autonomous vehicles and public transit will increasingly improve the ability to move people around with far less land area dedicated to vehicles. Moving toward a more livable city shows foresight and empathy and it would be a great shame and huge step backwards to remove the bike lanes. It'd be like tearing up paved roads to make way for horses after the advent of the automobile. I implore you - please do not listen to the small minority of people with too much time on their hands who are trying to fight progress. Make Tempe a city of the future, not an homage to the antiquated past. Sincerely, Scott Menor

114. 3/8/2016 Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Ryan Gilio

115. 3/7/2016 Thank you so much for the McClintock bike lane. My family appreciates it so much. We are very thankful to live in a city where cycling matters. Maybe the city can work on a

campaign to inform cyclists of the road rules. It seems most drivers are upset with cyclist who do not follow the road rules. Stephanie Adams

116. 3/7/2016 I live off of McClintock and work here in Tempe as well. I love the bike lanes. Please please keep them. I use these daily. Without them McClintock is in safe for cycling in anyway. Thank you! Long time resident and Tempe business owner. Matt Adams
117. 3/8/2016 To whom it may concern, I am an avid cyclist. I am a part of a few cycling clubs and groups and participate in rides from fast training rides to slower paced social bike rides that are focused on building community. The McClintock lanes and all bike lanes have improved the expansion of all of these groups. They have expanded the scale of businesses we can patronize on our slower social rides as well as how far we can go on our faster rides. I understand my rights as a cyclist and have no problem taking the lane to make myself safer. However, because of bike lanes like the ones on McClintock, that's not something I have to do. These bike lanes have improved the lives of all cyclists in the Tempe area and act as an accessible path to support all of these businesses on McClintock. If these lanes were removed, I would not be able to ride my bike to the businesses I would like to go to, nor would my training rides be able to take the most direct and fastest route. Thank you, Lee Benson
118. 3/8/2016 Council Members and Mayor, I'm sending this email to express my concern regarding the removal of the McClintock Bike Lanes. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. Although I don't live off of McClintock, the McClintock bike lanes have been an asset to my well being. I ride mi bike on a daily basis to local businesses down McClintock as well as to surrounding neighborhoods. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Thank you for your time. Best, Ivan Lopez
119. 3/7/2016 Dear Tempe City Council, Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been

an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Signed, Avid Cyclist and Bicycle Commuter Jacob Gerstyn

120. 3/7/2016 Dear City of Tempe Council Members, I am writing to express my support for KEEPING the bike lanes on McClintock Drive as the currently are. I find that I am using my bike exclusively since I retired in October of 2015, and use those bike lanes to access Sprouts at McClintock & Southern as well as Spokes on Southern. My physician is located at Generations Medical Center at McClintock and Guadalupe. I also use it to shop at Harbor Freight at McClintock & Warner. My wife uses it to access Quilter's Ranch at McClintock & Warner. This bike lane is a safe, and efficient means to access parts of Tempe south of the Superstition Freeway that I would otherwise not visit or shop at. Regarding the comments about congestion, I have ridden and driven on McClintock Drive during both morning and evening rush hour traffic since the bike lanes were installed, and not noticed any congestion. On the contrary, I was passed by a number of cars that were exceeding the speed limit when I was riding my bike. My feeling is that the traffic on McClintock is light compared to my former commute on Broadway Road to I-10. Removing the bike lanes will cost money. I'm told by traffic planners from Scottsdale and Phoenix that it could cost between \$100-\$250 thousand dollars depending on what needs to be done. I have also been told that that cost of a stoplight at a four way intersection can cost roughly the same amount depending on the complexities of the job. This strikes me as ironic, since when I attended one of the many Seat Bike Route meetings, one of the few things that the residents could agree on for that route was a stoplight at McClintock and La Vieja. In short: I feel that these lanes are useful, safe and should be kept. That they pose no real issue to motorists. It would be fiscally irresponsible for the Council to remove bike lanes that are part of the voter approved General Plan less than a year after they were installed. Thank you, Mark Eastwood

121. 3/7/2016 Hello, I was thrilled to see the PROTECTED bike lanes on McClintock because I saw it as the future of Tempe. Not as a city for bikes, but simply a city that was truly friendly towards bikes. Too often do I see cyclists' lives put in danger because of negligent drivers, and the progress made on McClintock truly makes my heart soar and gives me pride to live in Tempe (I brag about my city to my friends in Seattle about how cool it is to live here). Please don't listen to those who complain about the bike lanes, but possibly look into the timing of the lights to actually change "on time" to not interrupt drivers going the speed limit. Not only does this reduce fuel spent, and thus emissions, but it improves the flow of traffic, something that will only become a bigger problem as our city grows. An enthusiastic citizen who bikes and drives, Mark Navarro

122. 3/7/2016 Hi Tempe City Council: I understand the city has received some negative feedback from drivers about the redesign of the traffic lanes on McClintock. The changes were made to better accommodate bicycle traffic flow on that road and the redesign has worked well in that regard. If you build it, cyclists will come. I bike commute daily into Tempe from Chandler. I now often opt to make use of McClintock, which before I avoided as using it meant taking to

the sidewalk in some sections. Bicyclists belong on the road, as they are vehicles, not on the sidewalk. During my daily pedal on McClintock, I'm now seeing new cyclists who appear to be other commuters now making use of that route. Once the 101 freeway was completed, there was no longer a need for McClintock to bear heavy high speed car traffic during rush hour. By reducing the car traffic lanes to two for the length of McClintock, you have succeeded in encouraging cars to make use of the nearby freeway instead of driving for miles on a surface street. That surface street is better used by short travel local traffic, pedestrians and bicyclists. There are too many schools along or just off McClintock to let that road be used as a heavy traffic artery. People may grumble a bit when they have to change their travel pattern, but they will adjust. I've lived and worked in Tempe for 55 years and city leadership has always done an excellent job of considering the needs of all users of city streets. Regards, Sue Fassett-McFadden

123. 3/7/2016 Dear Council, Thank you, thank you, thank you! I am a Tempe resident at 1222 E Laguna Drive just south of Southern between Rural and McClintock. The bike lanes on McClintock have made commuting by bike so much easier and safer for me. I don't own a car. I bike most places and frequently use McClintock to bike to Tempe Marketplace and areas north. Previously, I would ride on the sidewalk north on McClintock and encounter drivers turning without paying attention to me crossing intersections. Now that I'm safely on the road, I've noticed that drivers see me and recognize me as a "vehicle" on the road. Also, having the lane allows me to avoid turning drivers because I'm on the other side of them at intersections. I only wish it would extend all the way to Rio Salado, as I still run into unaware drivers at University & McClintock. This is definitely a start in the right direction. Again, thank you! Andre Lee
124. 3/8/2016 I live in the Shalimar neighborhood of Tempe, and work at the Mayo Clinic in Scottsdale (off Shea Blvd). I try to bike to work twice a week, and drive in the other days. The days I drive in, I drop off my live in boyfriend at the lightrail station on McClintock and Apache, around 7:20-7:30am. We've had this routine now for over a year. The bike lanes have not impacted our commute in any noticeable way, other than maybe a minute backup as we wait at the light to turn right from Southern onto McClintock, but it's very minimal and makes no difference to our day. However, being able to bike along McClintock to the Green Belt will save me 5+ miles, about half an hour, of bike commute time each way. Normally I take the bike friendly route following Alameda- College- Mill- Tempe Beach Park to get the Green Belt. Right now I'm not utilizing McClintock very often because the bike lane ends at Apache, and that couple mile span along McClintock from Apache to Tempe Town Lake/Tempe Marketplace/Indian Wash Green Belt, especially during rush hour, is so incredibly dangerous. I'd love to see Tempe take a stand in being a environmentally friendly, healthy living community by expanding the bike lane further north along McClintock. And with the lightrail station right there, you'd take advantage of the transit system and make both biking and the light rail more accessible to the community. Thank you, Meaghen Sharik
125. 3/8/2016 Dear City Council, I understand that the City is receiving complaints from drivers about the new McClintock bike lane. While it is hard for me to believe that the City would remove the lanes after just putting them in, I figured I should add my opinion to conversation in case talk of removal is serious. I am graduate student and I do not have the money to own a car. My bicycle is my primary means of transportation and I heavily rely on bike lanes/paths to get places safely. I live in North Tempe around McClintock and McKellips and use McClintock to get down to the Sprout's market shopping center @ Southern. I know the difference the bike lane makes because half of my commute (North of Broadway) is

unprotected. Without a bike lane the options are to risk riding in the lane of fast-moving cars, where my life depends on cars seeing me and passing safely, or to ride on the sidewalk where I endanger pedestrians and increase my commute-time. Once south of Broadway I can relax my fears of a fatal accident and cruise down the protected bike lane. This is especially important while commuting at night when visibility is lower. I do not support removing the safety that the bike lane provides for bike commuters. If the city decides to remove it, I would demand an alternative--like turning a parallel street into a bicycle boulevard. Thank you for considering my comments. Simon Gertler

126.        3/7/2016 Hello, I would like to state proudly that I support the bike lanes on McClintock Rd. The fact that some people are being vocal about removing them only proves how much we need them. As an avid cyclist I am often harassed by automobile drivers and any and all bike lanes are like a breath of fresh air and grant a sense of safety for the short time that they exist while I am riding. Please keep them and add many more so that our citizens can feel safe when they choose to leave their automobiles at home and enjoy the fresh air. Thanks so very much for your time and consideration. Sincerely, Kienan Almeida
127.        3/8/2016 Hey, My name is Benjamin Mangilit and I'm an engineering undergraduate student at ASU. But unlike many engineering undergrads at ASU, I'm also a Tempe resident (like, a straight up local), taxpayer, and voter; all this supposed hubbub about the McClintock bike lanes being a hindrance and due for removal for whatever reason gives me very little faith in local government. Those bike lanes give safer bicycle access to various parts of town previously seen as inaccessible by certain road users, whether it be students, avid bicyclists, and those who lead car-free lifestyles - whether by choice or not. It would be, forgive my French, "ass backwards" to spend tax dollars installing a bike lane and subsequently removing it because a certain segment of the constituency or rather, non-users speaking on the behalf of actual users of a service, found them to be a mild hindrance on their daily commute on a street found to have had less automotive traffic in the past few years. To keep things short, keep the damn bike lanes: it's already hard enough getting to places that aren't residences and the University by bike in this town, why stifle what many saw as progress? Benjamin Mangilit
128.        3/8/2016 Good Morning Tempe City Council, I am writing you today because it's come to my attention that the council is considering removing the bicycle lanes on McClintock road. I won't beat around the bush on this issue, removing the bike lanes on McClintock would not only be a huge mistake in terms of making Tempe a nice city in which to live, but an incredible waste of taxpayer money. I live and work here in Tempe and I can think of nothing that appears more foolish to me as a taxpayer, than my city council spending my tax money to rip out infrastructure which improves the city. Not only spending tax money to make Tempe a less pleasant city to live in, but wasting the tax money that was already spent to construct this infrastructure. If anything, the city need more transportation infrastructure that does not revolve around the transport of delivery truck sized pickups and automobiles carrying a single individual each. I'm an avid cyclist, and I ride road bikes. I do everything from 100 mile endurance cycling to a nice lazy 3 mile commute to work. The bicycle lanes on McClintock are some of the finest infrastructure that exists in the Phoenix metro area in my opinion, and I have ridden all over the city from East Mesa, to Northwest Glendale. These bike lanes are the only infrastructure in which being hospitalized by someone in a pickup truck doesn't stay firmly planted in the back of my mind the entire time I am passing through. In fact, the other day I was returning from a 30 mile ride in the Southeast valley. Due to the bike lanes on McClintock, I was

able to safely and easily cross US 60 coming north without having to take a large detour, or take my life into my hands. In fact, cyclists have felt so safe in these lanes that as I was returning from my ride, I saw a mother and her young son riding their bikes together down McClintock road. I have ridden thousands of miles across the metro area in the last three years and I have never seen anything quite like this, most people do not feel safe in traditional bike lanes. My commute to work takes me from the Broadway and College avenue area to Broadway road and price. I cross McClintock road at Alameda, and because these bike lanes exist I am able to patronize businesses at the shopping center at McClintock and Southern on my way home from work. I would likely not patronize the businesses otherwise, or patronize them much less. I am also able to travel north and patronize businesses along Apache Blvd, and access the areas of town which are north of the Railroad tracks which parallel Broadway. Do any of you know inconvenient it is for cyclists who live and travel in this area to get around these tracks? If I want to cross the railroad tracks that parallel Broadway road I currently have a few options. I can cross at college avenue, which is a fairly safe road to cycle on. I can take my life into my hands and attempt to cross along rural road. I can ride all the way east to Mill Avenue. But if I am west of College avenue, McClintock road is the only safe option unless I want to cycle all the way to Mesa and use Dobson road. (Which by the way, the city of Mesa has an excellent system of bicycle routes, and the City of Tempe should look at their system.) If you remove the bike lanes from McClintock road, it will make crossing these railroad tracks on the east side of town a very dangerous proposition for cyclists, or a very time consuming detour discouraging bicycle use. Removing the only safe option on the east side of town for two miles in any direction would be a very unfortunate thing for the council to do. Cycling builds a community. I am a board member at the Bike Saviours bicycle co-op. We are a non profit organization dedicated to teaching individuals about bicycle maintenance and repair. What we have at our shop is the essence of community, people working together towards a common goal for the betterment of everyone involved. Making cycling a more attractive form of transportation within the city of Tempe can only improve the community of our city. Cycling promotes health and physical fitness. In a time when over 60% of Americans are overweight, 33% are obese, and heart disease is one of the #1 killers in America, the city has the opportunity to promote a form of transportation which is not only efficient and inexpensive, but promote the health and well being of the people who use it. This is a very good thing. Maricopa county has the worst air quality in the United States. a large portion of that is driven (excuse the pun) by exhaust and dust kicked up by automobiles. I can't speak for anyone but myself, however I can tell you that I do not enjoy breathing in automobile exhaust fumes. Reducing the amount of car traffic within the city can only be a good thing for the air quality in Tempe. To be perfectly honest, the more time I spend sitting in traffic the more firmly I am convinced that using an automobile, large SUV, or pickup truck as the primary form of individual transportation within a large population center (Especially for short distance trips) can only be considered a form of insanity. I was very pleased to see that the city of Tempe is willing to take initiative, and explore the idea of creating transportation infrastructure which exists to move people, not cars, around the city. I am writing you today to let you know that in this initiative, you have my full support. You, the Tempe city council, have the opportunity to be leaders among the Metro area in cycling infrastructure, and alternative forms of transportation to the automobile. I am a believer in reducing automobile usage, and I believe that we have a choice in this world. To lead, or to follow. Those not willing to lead should move out of the way for those who are able. I urge the council to choose the first option, to be a leader. Improve the quality of life for the residents of your city. Do not follow the current paradigm that transportation infrastructure exists to move automobiles from place to place. As a voter, I feel very strongly on this issue. Removing the bike lanes on McClintock road would directly affect my



quality of life here in a negative way, and the lives of all of the others in the cycling community. I cannot in good conscience, support this removal, nor any of those who would desire to see it come to fruition. Thank you very much for your time. Alex Frank

129. 3/8/2016 It has recently come to my attention that the Mayor and City Council are considering adding an additional car-only lane to McClintock Rd, as well as removing facilities that accommodate transportation options for people on bikes, pedestrians, and also improve public safety for everyone on the road. I am extremely concerned that Tempe would consider reversing progress and years of planning so soon after a project's completion, and delay the implementation of modern, accessible, world-standard roads. Roads must be accessible to everyone so that they benefit everyone, and not force people to use one mode of travel. I rarely contact city council, but this issue is of great concern to me, given the rare opportunities to improve roads and bring them up to modern standards. If these improvements are removed, I will not be able to safely get where I need to go by bike, and will be forced to use my car for most trips instead. Luke Ryberg
130. 3/8/2016 Hello, Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Kip Goldman
131. 3/8/2016 Being a recreational cyclist who uses her bicycle on occasion, I can say without a doubt that I have never felt more unsafe than when I have ridden on Tempe roads that do not have bike lanes. I can't ride the sidewalk because I will put myself in danger from cars crossing the sidewalks at each driveway. I can't bike on the roads because I will put myself in danger from cars behind, and turning in front of me. When the lanes on McClintock were put in, I was given a sense of peace, knowing that I would have a much safer space to ride my bike without putting my life in danger. I've found it comforting knowing I finally have a place to ride my bike without increasing danger on my life. If the bike lane on McClintock is removed, I will no longer be safe or comfortable riding my bike, and will not be able to ride my bike to many places that I frequent. Here is a picture of what happened to me when a driver decided to ignore the bike lane. He was in a full size work truck and ran completely over the front of the bike with the front of his truck with me underneath it. if you'll take notice of the bent crank (what the pedal is attached to), the the obvious bent front wheel and the marred up headset (where the handle bars attach). All of that happened in lieu of the truck crushing my leg. This was my only mode of transportation at the time, 2010, and I thought this improvement to the stretch on

McClintock was the best thing I've seen the city do by way of visible improvement in transportation in a long time. I take my bike whenever I'm able when I just need to go around town somewhere and finally thought that we were moving in the right direction here and now I hear of plans to remove it shortly after it was installed? Lets keep moving forward Tempe! Thanks for your time- Michael Roberts



132. 3/8/2016 Good morning, I am writing to encourage you to retain the bike lanes on McClintock Rd. Four days a week, I bike commute from my full-time job at Chandler/McClintock to ASU, where I am working on my master's degree. These lanes make it easier and safer for me to navigate my way. It only takes one moment at the wrong time and place and a 4000+ lb vehicle will always win against my 180 lbs of flesh and bone. I am a father, a son, a husband, a brother, an uncle, and many other things to many other people - I am not just a "cyclist." My family wants to see me arrive home alive every night, and I do too. Please consider this. I appreciate the steps that Tempe has made to make it easier to bike around and that is why it is my preferred place to live in the Phoenix area. Best regards, Mark Allen

133. 3/8/2016 I understand that there have been a few vocal opinions requesting that Tempe remove bike lanes. Not only is this a backwards way of thinking, it hurts our city economically and socially. Tempe is a city largely driven by younger residents; the median age is 28.7, 22% lower than Arizona as a whole(1). And as you are doubtless aware, millennials do not share the same travel choices as previous generations(2). A recent survey found that 54% of adults aged 18-35 "would consider moving to another city if it had more and better options for how to get around, including public transportation, car- and bike-sharing, and pedestrian-friendly streets."(3) Roughly half of those surveyed also strongly agreed that they would like to live someplace where they didn't need to rely on a car. It is therefore vital to the city to support alternative modes of transportation, in which biking plays a vital role. A common complaint seems to be increased traffic congestion. However, research has shown that protected bike lanes actually increase a city's traffic capacity. In fact, Austin, Texas, projected a 25,000 trip/day increase at about the same cost ratio as a single MoPac expressway widening(4). And dedicated bike lanes nearly universally generate a substantial increase in bicycling, much of that as part of a switch from driving (5, 6). Finally, the economic benefits of dedicated bike lanes cannot be discredited. Salt Lake City's Broadway experienced an 8.8% year-over-year increase in retail

sales over the first six months following general street upgrades that included improved bike lanes and removal of 30% of car parking, compared to a 7% increase citywide (7). This is not a fluke: nearly every study on possible economic impacts of bike lanes has shown no negative impact on retail sales, with an increase in many cases(8). Further, real estate prices have shown an increase in areas where bike lanes were installed(9). This doesn't even touch on the positive impact of better health and increased productivity(10). The automobile has dominated American travel for the greater part of a century, and it has literally driven the largest economy in the world. But tomorrow's social and economic landscape will resemble very little of what our parents and grandparents knew. The world is moving forward. Don't let Tempe fall behind.  
Regards, Trevor Warren

134. 3/8/2016 Please do not get rid of the new lane! I use this daily! Please build more like this! Sean Kerlin
135. 3/8/2016 Hello, I am a cyclist and driver. I drive opposite of rush hour traffic most weekdays for my 9 to 5 from Apache & McClintock to Apache & Chandler Blvd (Southbound in the morning; Northbound in the evening ). The removal of driving lanes has increased my commute time by 3 minutes each way, which is a more than fair trade for a huge reduction in drivers dangerously switching lanes, increased safety and accessibility for cyclists. Before I broke a few bones (nothing to do with bikes, cars or such), I used the McClintock bike lanes at least once a week for grocery shopping and/or getting to my credit union. I am looking forward for the bike lanes extending further in both directions on McClintock so I can bike to even more local businesses! I know drivers have overwhelmingly stated disapproval of the bike lanes, but I hope Tempe will use hard data on traffic flow to determine if the bike lanes are a net benefit or hindrance for the community. I also beg the council to delay any bike lane removal until AFTER the Bike Count. My mere impression of calmer vehicle traffic and increased number of cyclists (and other people's opinions ) should not be placed above hard data of what is actually happening on the streets. Thank you for your time. Zina Alam
136. 3/8/2016 To the Tempe council, I own a home close to McClintock Drive, and I support the protected bike lanes on McClintock. The protected lanes increase safety for kids and families in the neighborhoods, pedestrians, cyclists and drivers. Because McClintock's speed limit is higher than the neighborhood limits, sometimes people forget that McClintock is actually a residential street; and implementing some "traffic calming" strategies makes the McClintock neighborhoods all safer. Additionally, as a former ASU student, cyclist and community member, I think that removing the bike lanes would be a regressive and damaging move for the city of Tempe. Doing this would be in contrast with the brand and vision of Tempe as a progressive city. This would directly impact commuting ASU students, athletes and many other individuals who value cycling. Moreover, it would do significant damage to the perception of Tempe from people seeking to move/stay here; this in turn would make Tempe a less desirable city to live in. I am, and will always be a strong supporter of this and other bike lanes. The direction in which Tempe should be moving is that of more (not less) infrastructure of this type. Sincerely, Andrew Mason
137. 3/8/2016 Some non cycling folks want to have the bike lane on McClintock removed. Please keep it and build more. Jeffrey Ryan
138. 3/8/2016 I am a cycling enthusiast. I ride for exercise, I ride for fun, I ride to hangout with my friends, and for transportation. Tempe has made great strides in the past and the

McClintock Road bike lane, and others, are more great strides forward for the city of Tempe. I now have access to more places and routes and other riders do too. Not only do we have access but we have SAFE ACCESS. Safety is important. As a cyclist, I am vulnerable to motor vehicles but new and better cycling infrastructure, like the McClintock Road bike lane, make things safer which reduces deaths and injuries which drives up ridership which improves health and happiness which improves the lives of all Tempe citizens! If bike lanes are removed, I wouldn't be able to support the businesses I like and my general riding access would be restricted. Keep Tempe Safe! Keep the McClintock Bike Lane! Wayne Steidley

139. 3/8/2016 As a graduate student at ASU who has used the bike lanes to commute to class, as well as to work, for the past five years, I speak for most students when I say that these lanes are a vital part of our life. The bike lanes throughout Tempe, whether closed to the ASU campus or not, provide students with a safer route alternative in order to get to their classes and other destinations. There is a growing number of students who do not have vehicles in order to commute to campus, which will encourage the use of bicycles as a method of transportation to most. The removal of these bike lanes will discourage the use of this alternative method of transportation, as well as make the commute more difficult, to those students who will then be then forced to depend their commute around the timing of public transportation. Varun Kamath

140. 3/8/2016 Hello, I'd like to thank you for the wide bicycle lanes along McClintock Road. Traveling on bicycle for both commuting and leisure can be very dangerous. I know myself and fellow cyclist are very happy about the wide bike lanes and appreciate all the wonderful improvements that make Tempe a safer cycling environment. Thanks again for your efforts. Robert Fulleman

141. 3/8/2016 To Whom it May Concern My name is Daniel Murphy and I am a resident of Tempe. Being an avid cyclist, I have lived in Tempe for the past 6 years and been able to enjoy the amazing weather and scenery of our great state via the existing bike lanes and the improvements that are slowly being made to make our city more bicycle friendly. I am part of the ASU cycling and ASU triathlon community as well as other close-knit cycling groups throughout Arizona. Over the past four years, I have lost two friends after they were hit by cars while riding their bikes and thus cyclist safety is an issue that is very close to my heart. It is unfortunate that cyclists have to constantly be weary of inattentive or reckless drivers but I have been happy to see the city of Tempe attempt to make improvements where possible to keep our community safe in the bike lanes. One of these improvements was the addition of a dedicated and buffered bicycle lane on McClintock drive. This type of lane not only separates bicyclists from the main lanes of traffic but makes them more visible with the addition of reflective posts that more readily grab the attention of distracted drivers. I have recently discovered, however, that there has been a movement to remove these bike lanes from McClintock drive which has prompted me to take time out of my day as a full-time student who also works to pay for college to write to you, the members of our city council. First off, removing the bike lanes on McClintock drive would be a waste of our taxpayer's money by wasting time and energy to undue work that has already been done. Furthermore, it would mean removing a measure that makes our community cyclists safer on the roads--a measure that could potentially mean the difference between life and death for any one of the many great people in our community who decide to ride their bikes to work instead of polluting our beautiful state by driving. The cycling community in the Tempe and greater Phoenix area is a

wonderful and thriving community and is one of the many qualities that makes our state of Phoenix such an amazing place to live. Please protect this growing community by advocating not only to keep the bike lane on McClintock drive but to continue to make improvements to existing bike lanes and with the addition of new ones. I welcome any questions or concerns that you may have with respect to this email. Please feel free to contact me at the address below. Thank you for your service to our community. Sincerely, Daniel Murphy

142. 3/8/2016 I think you may be getting some negative feedback on the new bike lane on McClintock. I wanted to add my comments to please keep and expand these type of designations. We can all share the road with bicycles and we should do as much as possible to encourage more use of bicycles in the city. Thank you. Sandra A. Turner, CPA, CGMA
143. 3/8/2016 Just sending you guys my support for having this bike lane, there is no reason to have it removed just to add back in the third lane, especially since mcclintock goes into two lanes at quadelupe anyways!!Daniel Heath
144. 3/8/2016 As a graduate student at ASU who has used the bike lanes to commute to class, as well as to work, for the past five years, I speak for most students when I say that these lanes are a vital part of our life. The bike lanes throughout Tempe, whether closed to the ASU campus or not, provide students with a safer route alternative in order to get to their classes and other destinations. There is a growing number of students who do not have vehicles in order to commute to campus, which will encourage the use of bicycles as a method of transportation to most. The removal of these bike lanes will discourage the use of this alternative method of transportation, as well as make the commute more difficult, to those students who will then be then forced to depend their commute around the timing of public transportation. Thank you. Krishna Chaitanya
145. 3/8/2016 Hello, I heard that you are discussing bike lanes at the upcoming meeting. Please record this as a vote to maintain and expand the bike lanes. I don't bike as often as I'd like, but even when I'm driving I appreciate that every bike I see is one less car on the road. To be useful the bike lanes need to be a way to get from point A to point B, not just relegated to side streets and scenic rides. Thanks, Cady Berkel
146. 3/8/2016 Its really frustrating for the bike community to hear such terrible remarks people are saying about the bike lanes that are so great for a growing city. Thank you very much for making this happen and I am sorry so much negativity is happening that you guys are dealing with. This is not my first email to you and it won't be the last. I want you to know that we support whole heartedly what you have done, created a safer way to move around the city. Thank you I will be there with as many people as I can get in support of the lanes march 17th! Thanks again Taylor Neal
147. 3/8/2016 I belong to a social community known as Next Door. It's for smaller community connections, discussions, lost pet notices, etc. We've been having a discussion today about the lanes on McClintock. I'll refrain from adding here the discourse from others as I only represent myself. I'd like to simply add this: As a cyclist, a driver and one who appreciates data over emotion, there are countless studies that support the idea that bike lanes are safer, and not only that, encourage a great deal more than just safety. They also encourage participation, as well as increasing economic benefits for localities. Here are just two links that further link to

studies, news articles and the like that show a very large database exists that says that bike lanes are better. <http://www.peopleforbikes.org/statistics/category/protected-bike-lane-statistics><http://www.peopleforbikes.org/statistics/category/safety-statistics> And the USDOT itself: [http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/special\\_reports\\_and\\_issue\\_briefs/issue\\_briefs/number\\_11/html/entire.html](http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/special_reports_and_issue_briefs/issue_briefs/number_11/html/entire.html) Let's move forwards, not backwards. Please. Thank you. Jeffrey Ryan

148. 3/8/2018 Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Bradley Sutherland
149. 3/8/2016 To the Tempe City Council: A rousing YES in support of the bike lanes on McClintock. Anything that keeps cyclists and drivers interacting more safely is worthwhile. Tempe's support of all kinds of transportation is an example to the valley. We support the bike lanes, safe driving, and safe riding. Thanks for all you do for the city. Sincerely, Sarah Schreffler
150. 3/8/2016 Tempe Council Members, I urge you to keep the bicycle lanes on McClintock. I've been a bicycle commuter in the East Valley for about 45 years. For nine years I rode from Dobson Ranch through Tempe to downtown Scottsdale. The railroad tracks block nearly every route. There isn't a single collector street that crosses the tracks between College Avenue in Tempe and Extension Road in Mesa, a distance of five miles. Until recently, no arterial streets in that five-mile corridor had bike lanes. McClintock is now the only one. Every day I rode, I added an extra three miles to my trip to get across the tracks in the morning and another three miles going home. I also drove McClintock and dealt with slow traffic on both sides of Apache. The difference is that in my car, I had numerous route choices, none of which added extra miles to my trip. Thank you for your consideration. Reed Kempton
151. 3/8/2016 Dear City Council members, I am a homeowner at 1332 E Lemon St, just off McClintock in Tempe and I would like to voice my support for the recent bike facilities added on McClintock. For years, those of us living east of Rural have had to ride far out of our way or risk our lives attempting to get south of Apache on a bicycle. I have asked every way that I could, in surveys, in public meetings, and most importantly with direct action. I rode on McClintock on the streets or illegally on the sidewalk in order to get where I needed to go. Now that there is

finally a safe route to ride that connects our neighborhood with the rest of Tempe to the south, I feel as though Tempe has embraced a more sustainable model for the future. To consider removing this absolutely necessary connection of the bike system is an insult to those of us who have worked so hard to make Tempe the bike friendly place that it is. We want Tempe to be safe for all roadway users. We want a connected bike system that everyone can use. We want a safe connection to the south for those of us who live east of College. Please do not take away what we have repeatedly said is necessary for our safety. Tempe is well on its way to being a leader in the country for sustainable transportation. To remove the bike lanes would be a huge step backward. Scott Nowicki

152. 3/8/2016 I would like to see more bike lines in Tempe like the one on McClintock. If it is allowed for mopeds and electric bikes and scooters, it would be even better. In Europe and China, this is common. If so, maybe a speed limit of 15-25 MPH would be appropriate for the "bike lane". Dan Shaffer
153. 3/9/2016 Good Morning, I just wanted to let my feelings be known. Please build more bike lanes in south Tempe and in fact everywhere in Tempe. I am having a hard time understanding why people are so against them. You can build them in my neighborhood if you want. I really don't see any down side to them. I received information on a neighborhood blog (Nextdoor Tempe Estates) to write to this email address if we hated the new bike lane on McClintock. But please put me down as in favor of that lane and anymore you want to add. Thank you for your time, Thank you, Theresa Hudson
154. 3/9/2016 Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The Phoenix metro area, like every metro area in the world, depends more and more on multiple transportation options that include a solid bicycle infrastructure. Favoring automobiles as the sole means of transportation is not forward thinking. The cost of transportation can only increase, but bicycle ownership and maintenance fees will remain nominal. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. I live off of McClintock and Baseline, the McClintock bike lanes have been an asset to my well being. I ride every single day, to work, to friends, to events etc. I feel safer because I know I am safer. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Carrie Magill
155. 3/9/2016 I am an avid cyclist. I am a part of a few cycling clubs and groups and participate in rides from fast training rides to slower paced social bike rides that are focused on building community. The McClintock lanes and all bike lanes have improved the expansion of all of these groups. They have expanded the scale of businesses we can patronize on our slower social rides as well as how far we can go on our faster rides. I understand my rights as a cyclist and have no problem taking the lane to make myself safer. However, because of bike lanes like the ones on McClintock, that's not something I have to do. These bike lanes have improved the lives of all cyclists in the Tempe area and act as an accessible path to support all of these

businesses on McClintock. If these lanes were removed, I would not be able to ride my bike to the businesses I would like to go to, nor would my training rides be able to take the most direct and fastest route. Furthermore, an active community is a friendly and a healthy community. I dream of a Tempe that is more walkable and bikeable and people see friendly faces on the street when they run their errands, and not faceless automobiles. I cannot deny the utility of a car, and there's a reason they are so highly used, considering most western cities are designed around their use. But anecdotally I can confirm that my days spent outside of the car, breathing the desert air smelling the smells and seeing the sights of the city I am less stressed than when I drive. It may not be measurable, but it's a notable increase in quality of life. I applaud the work that the City of Tempe has done to make the streets more bikeable, and I see a lot of potential in the work that's being done on Broadway. I live on this street, while the construction has been a bit of a headache, what I'm seeing gives me hope for a friendlier thoroughfare. I greatly anticipate this same sort of work being done to streets like Southern, Baseline and more. Maybe even Rural can one day be a viable bike route (fingers crossed). All that to say, keep up the good work, and don't bow to pressure from those who haven't awoken to the great potential that lies in a bikeable Tempe. To those who are sceptical of the McClintock bike lanes, I say this: ride your bike to the store! Say hi to your neighbours! Be a part of your community! Thanks Jonathan McCurdy

156. 3/9/2016 As an avid cyclist, Please dont remove the MCCLintock bike lanes. James Losano
157. 3/9/2016 Dear Council members My name is Robert Clark. I am a resident of Tempe and live right off the McDowell Rd which recently was enhanced with bike lanes. I just wanted to let you know how great I think the new lanes are. My family and I have been able to use these lanes to safely commute and go to stores that we would have previously only done using car transportation. While I'm sure you have received some emails and correspondents from people who dislike these new lanes, I would like to commend the Council on being forward thinking and progressive. It takes great strength and resolve to make these types of decisions that ultimately make Tempe such a great place to call home!! Thanks Dr Robert Clark
158. 3/9/2016 I would like to express my appreciation for the McClintock bike lanes. It has greatly improved the safety of riding bicycles up and down McClintock. I have lived in other cities (Los Angeles as one) where they do not have bike lanes and it makes it very dangerous for biking to and from work or just for pleasure. I think removing them would be a big set back for promoting both alternate forms of transportation and also for promoting a more healthy life style. From past experience, I know it takes time for these things to take hold in the community but also know that we need to be consistent in what we are trying to do and I feel that removing the bike lanes from McClintock would show Tempe as being wishy washy in our decisions and our commitment to continuing to make Tempe world class place to live. Gregg Hollingsworth
159. 3/9/2016 Hi, I wanted to write and thank you for spending our tax dollars on something that promotes health and safety, such as these bike lanes. I don't bike a lot but when I do, I am often very nervous because of the drivers, so it discourages me from getting on certain roads, which makes my commute longer. Having a protected bike lane makes me feel a million times safer and like I can actually get out and enjoy the weather without being terrified the whole time. The old saying, "If you build it, they will come" holds true in this case, as more and more



cyclists now have the option to get out, be green, healthy and enjoy a good ride. Now to educate both cyclists and drivers on bike laws and safety! Thanks again! Regards, Annie Neal

160. 3/9/2016 I am an avid cyclist. I am a part of a few cycling clubs and groups and participate in rides from fast training rides to slower paced social bike rides that are focused on building community. The McClintock lanes and all bike lanes have improved the expansion of all of these groups. They have expanded the scale of businesses we can patronize on our slower social rides as well as how far we can go on our faster rides. I understand my rights as a cyclist and have no problem taking the lane to make myself safer. However, because of bike lanes like the ones on McClintock, that's not something I have to do. These bike lanes have improved the lives of all cyclists in the Tempe area and act as an accessible path to support all of these businesses on McClintock. If these lanes were removed, I would not be able to ride my bike to the businesses I would like to go to, nor would my training rides be able to take the most direct and fastest route. Sydney Johnson
161. 3/9/2016 Just wanted to write in that I support the lane reduction and bike lanes on McClintock. I have grown up in Tempe my whole life and own a home at Broadway and McClintock, my parents live at McClintock and Elliot. As a daily commuter, my commute / traffic is no worse than it has been and overall I think it's safer as bicyclist are no longer forced to use sidewalk and ride against traffic. As a cyclist I now can actually take my bike on McClintock without fear of being killed. Please increase the use of the median sticks. I drive McClintock north and south dozens of times a week and support the new format. Thank you Chad Barker
162. 3/9/2016 Hi there. Whilst I live in downtown Phoenix I have considered moving to Tempe several times, and visit regularly. As someone who commutes principally by bicycle I am always impressed by Tempe's current infrastructure (especially when compared to Phoenix), and the commitments Tempe made last year in their Transportation Master Plan. However I am concerned by rumors regarding the recently added bike lanes on McClintock Drive; specifically that they may be removed due to the complaint of other road users? Needless to say I fully support the safety these bike lanes provide. I'm sure it is a benefit which is appreciated by many of your residents, as evidenced by your own website's proud announcement of your nationally leading bicycle commuter rate. With many data suggesting the USA has passed peak car, and your neighbor the City of Phoenix implementing their own Bicycle Master Plan, I think it would be a great shame if Tempe compromised its leading position by acquiescing to the disgruntled road users. I look forward to hearing that this speculation is unwarranted. Regards, Dave Tapley
163. 3/9/2016 Please keep the bike lanes for safety, and the simple fact we have enough roads for cars. Cars are taking over this world and at some point we need to recognize we can't keep expanding roads. Thanks, Paul Haizlip
164. 3/9/2016 Mayor and Council, Please keep the bike lanes on McClintock (all over Tempe for that matter)! I use them and love them!! To shop, eat, drink and work in Tempe it's the best way to get around! Thanks, Christina Hudson
165. 3/9/2016 I love the new bike lanes on McClintock, Please continue to make Tempe more bike friendly. Clinton Lepetich
166. 3/9/2016 I have lived in this city for 15 years and I am writing concerning the bike lanes on McClintock just to show my support for the bike lanes. They were a great addition to Tempe.

I personally feel every main road in Tempe should have dedicated bike lanes. I ride my bike all over the city and there are numerous streets where I don't feel safe at all riding around even in the middle of the day. We need to stop wasting so much valuable land on parking spaces and encourage as much biking as possible and use all that space for other stuff. Robert Jones

167. 3/9/2016 Hello Tempe City Council, My names is Charles Yang. I am a junior pursuing a psychology degree at ASU. I enjoy the separate bike lanes on McClintock when I bike from my apartment to my parents' house. I feel safer and more respected by cars in the lane. Please do not remove them, especially after taxpayer money has been used to implement the separate lanes. Thanks, Charles Yang

168. 3/9/2016 I am an avid cyclist. I am a part of a few cycling clubs and groups and participate in rides from fast training rides to slower paced social bike rides that are focused on building community. The McClintock lanes and all bike lanes have improved the expansion of all of these groups. They have expanded the scale of businesses we can patronize on our slower social rides as well as how far we can go on our faster rides. I understand my rights as a cyclist and have no problem taking the lane to make myself safer. However, because of bike lanes like the ones on McClintock, that's not something I have to do. These bike lanes have improved the lives of all cyclists in the Tempe area and act as an accessible path to support all of these businesses on McClintock. If these lanes were removed, I would not be able to ride my bike to the businesses I would like to go to, nor would my training rides be able to take the most direct and fastest route. Most drivers forget that cyclists are people too. Joey Cavaretta

169. 3/9/2016 Hello, I do not ride a bike to commute to and from work or school, however as a proud Tempe resident I fully support the bike lane on McClintock. Bike lanes allow everyone to complete their commuting needs from all areas of Tempe. I feel our community should be respectful and share the road with everyone. As I do not own a vehicle myself I frequently use public transit in Tempe. So if Tempe decides the bike lanes are a waste of our community's time, do we need to worry about crosswalks and bus stops next? The question about the bike lane on McClintock should not be why, it should be why not and when will can we have more installed or improved. I don't have an issue sharing the road, and don't feel like my personal commuting time has been negatively affected. However if the bike lane was removed in favor of a car-only lane, everyone in Tempe would be negatively effected. Thank you for your time. Chris Lewis

170. 3/9/2016 Hello, It's time to think globally and act locally. We must implement sustainable transportation in our community. Human powered transportation is highly efficient and a healthy way of life. Please keep the McClintock bike lanes and create more bike lanes that are for the use of bicycles and pedal assistant motorized bicycles. Thank you. -Dorian

171. 3/10/2016 Dear council members. I'm writing you today in support of the bike lanes on McClintock. Years ago I sold my car to be encouraged to ride public transportation and my bicycle more. It's been tough sometimes. But overall I am healthier, thinner, and generally happier. Seeing new bike lanes go in really make my life easier. And really let me know that my city cares about me. Thanks again! Shamus Burns. Tempe Resident

172. 3/10/2016 As someone who's thinking about moving to Tempe, it's really important to know that bikes (my main form of transportation) are welcome and accommodated in the city. I recently learned the council is considering removing a bike lane along a major thoroughfare, due

to pressure from motorists. Bike lanes are vital to cyclists' safety. When weighing priorities for transportation in the city, the council must remember that most transportation structure already favors motorists. Isn't it time the balance shifted? Thank you, Rachel Sanders

173. 3/10/2016 Dear Tempe City Council. My name is Olmo van den Akker and I'm originally from Amsterdam. I have been in Tempe now for almost two months (doing an internship at ASU), and feel that the biking infrastructure is quite good for an American city. This attributes to a feeling of safety and comfort whenever I am commuting to class or work. However, I have heard recently that you are thinking about closing the bike lanes on McClintock road. I was quite surprised by this given your reputation as a bike friendly city, and I think this would be a big mistake. I sincerely hope that you will let the bikelanes on McClintock as they are and keep striving for a safer, greener, and healthier Tempe. Sincerely, Olmo van den Akker
174. 3/10/2016 To Tempe City Council: Thank you for your service. I'm writing today because it has recently come to my attention that the Mayor and City Council are considering adding an additional car-only lane to McClintock Road, which would impact the existing, protected bike lane. Such an action would be detrimental to the city and residents. I am a long-term resident in the area. Almost every week for several decades, I have been traveling from near Daumler Park to church near McClintock and Loma Vista. I also travel on McClintock to do shopping all along the area from Baseline to Rio Salado, and as part of my work commute. As a bicyclist, I was so pleased when the protected bike lane was added. I no longer had to risk my safety by riding in the lanes with much faster traffic, enduring drivers' shouts telling me to "get on the sidewalk!" The sidewalk is not a place for bicycle commuters; I would drive if I could not bike on the road, out of concern for my time and safety of pedestrians. Furthermore, the bike lane is good for drivers. When I drive to Sprouts for groceries, I don't have to worry about changing lanes in heavy traffic to pass bicyclists. I have not observed any negative impact to the traffic. Rush hour is bad, but it always has been. I can tell you, it is a lot better on a bike! Drivers stuck in rush hour should take the time to contemplate trying out an alternate route, such as the Orbit buses or car-pooling. Thank you for your time. Have a great day! Sincerely, Nicholas Fette
175. 3/10/2016 I'm a cyclist (and sometimes a motorist) living in Tempe who travels on McClintock regularly, and I wanted to thank the council for the improvements they've made to the road. Traveling on McClintock used to be a harrowing experience; staying on the sidewalks is slow, and frequently lead to me having to pull off to avoid pedestrians, but riding on the road was terrifying. I've been buzzed by passing motorists on it repeatedly, and in some cases had to deal with people with road rage intentionally menacing me. It was so severe that I actually moved to a different part of town to minimize how often I had to ride on McClintock. Since the addition of separated lanes, though, it's become a breeze to ride on, and I actually look forward to grocery trips that take me down it. I hope that the separated lanes remain, and spread to other parts of the city as well. Joseph Junker
176. 3/10/2016 Hello, I am a resident of Tempe and bicycle on the city streets about 5 days/week. My friends and I meet at Paradise Bakery at Guadalupe and McClintock. Our FAVORITE route in all of Tempe is the stretch of bike lanes from Guadalupe to Broadway on McClintock. Beyond that, the city's arterial streets are not good for bicycling. We are not casual cyclists. We ride for exercise, speed and fun! McClintock feels like the safest route and we go out of our way to start our rides there, and are all happy to ride on this portion of the road. We are most happy with the simplicity of the lanes. The extra buffer is nice. We don't feel the

“candlesticks” are necessary, however we did note on our ride Wednesday am, 3/9/16, that they have been obviously hit and damaged by cars. The bike lanes are quite dirty and littered with palm fronds (thorns), pine cones (a danger to skinny tires), and rocks and glass. They need cleaning! It would be nice for the city to provide education to the residents and cyclists. I’m not sure that many cyclists know that those lanes exist. Also, just because a couple of miles of bike lanes have been added is just a start. We typically ride 30-50 miles each ride. How great would it be for all of the arterial streets to have designated 5 foot bike lanes! Please do NOT remove the bike lanes on McClintock! We need lanes like this on all of the arterial streets! Alana Schrenk

177. 3/10/2016 Keep them protected! I've heard some drivers have been complaining recently about the reflectors or something, but I'd rather they be annoyed than have a dead cyclist due to a careless driver. Thank you! Daniel Williams
178. 3/10/2016 Dear PeopleForBikes supporter, Bike riding in Tempe is getting better, don't let your city council take a step back. On March 17, the Tempe City Council will meet to discuss the future of the newly added bike lanes on McClintock Drive. Despite positive feedback from bike riders, local officials are considering whether they should remove these lanes. Join other bike riders in your community and speak up to save the McClintock bike lanes. [Send a letter today!](#) Thanks for taking action. — The PeopleForBikes team Jeffrey Ryan
179. 3/10/2016 Hello, I am writing to voice my support in keeping the bike lanes on McClintock rd in Tempe. I am opposed removing them. A concerned citizen, Luis Marrufo
180. 3/10/2016 HI, My name is Betty Olivier. I have lived in Tempe since 1971 and on Westchester Dr. since 1974. We unfortunately have no car free bike corridors in Tempe going North and South and it is very difficult to create such paths once the city grid was built. I strongly support the barriers put in place on McClintock to protect bikers. If anything I would like some stronger materials for increased protection for bikers. It would be such a waste of my tax payer money to remove what has been put in place. One idea to create a bike path north and south would be to divide College Ave south of ASU, make it one way for cars and dedicate other side of the street for students biking to ASU. Betty Olivier
181. 3/10/2016 Dear Council Members and Mayor, First off, let me say that I have voted for each and every one of you at one time or another and am glad to have you represent my interests. I have had many of your signs in my yard from time to time and I have worked beside you in local, state, and national election campaigns in various configurations. We are similar thinkers. I was very pleased that you had the foresight to go forward with the bike initiatives, of which McClintock is a part, and hope you have the courage to “OWN” your decision and stick with it for the good of the community. I know that you all have received much negative mail from people who do not “LIKE” the traffic situation that has been created by the new bike lanes. To be totally honest, I personally do not “LIKE” the traffic situation on McClintock either. I have been observed taking various routes to avoid McClintock. However, I don’t “LIKE” a lot of things: I don’t “LIKE” separating my trash I don’t “LIKE” turning up my thermostat in the summer I don’t “LIKE” washing my dog I don’t “LIKE” going to the dentist. I don’t “LIKE” paying taxes Well as you can see that there are a lot of things I do not “LIKE” that I do without question because they are a benefit to me and society. The ultimate payback is quite a bit more than the little nuisances that I have to accept to make life better for me and the “GREATER GOOD”. There are some things you “JUST DO” because you know they are “RIGHT AND GOOD”

and need being done. You all were elected because you supposedly are forward thinkers and have a vision to make tempe a better place to live and you made the decision to create and implement a very progressive urban commuter strategy. I am asking that you stand by your decisions rather than be swayed by a very vocal bunch of folks that probably complain about everything because they have nothing better to do. "Don't tread on me" is usually their motto. Please don't lose sight of the long range goals and benefits. I am very aware of how each member of council votes and am counting on your vote as much as you were counting for mine when you were elected. Jerry Haupt LET'S HANG ON TO A 21st CENTURY VISION FOR TEMPE

182. 3/10/2016 Hello Council Members, I love our Bike Lanes! I am so happy to see Tempe becoming a more bike friendly community. It makes me smile when i see more and more people using them. I use them about once a week and my kids that go to Marcos use them daily! Thank you and Keep up the great hard work! Vanessa Greffe
183. 3/11/2016 Councilmembers- I live on Alameda Drive, just west of McClintock High School, and as someone who walks, runs, bikes and drives in that area all of the time, I can easily say that they best thing that has happened was the addition of the bike lanes for residents in that area and the addition of the candlesticks to help buffer them. I regularly use the bike lanes to get to the light rail, and I feel significantly more comfortable than when I had to ride on the sidewalk down McClintock. Additionally, I use the bike lanes regularly when I go to the gym, the grocery store or to many of the restaurants in the area because I prefer not driving when the distance is 1/2 mile away. I also think that the bike lanes are critical for adherence with the school zone for McClintock High. Compliance with the 35mph speed limit is low, but I have seen that it is slightly better since the reduction in vehicle lanes. While this is likely a result of there being a little bit more congestion along McClintock, I think that improving safety of individuals in the school zone trumps the negative impacts of the additional 5 minutes that it takes people to drive down the street during AM and PM peak times. There are a lot of great bicycling amenities in Tempe, and it is critical that the City make an effort to connect them and develop a network, and the McClintock bike lanes are a key piece in providing that connectivity. Thank you for supporting their installation and I do hope that they continue to be an amenity for residents of the eastern portion of the City. Sincerely, Amy Minowitz
184. 3/11/2016 I am writing in support of keeping the bike lanes on McClintock. It has recently come to my attention that the Mayor and City Council are considering adding an additional car-only lane to McClintock Rd, as well as removing facilities that accommodate transportation options for people on bikes, pedestrians, and also improve public safety for everyone on the road. I am extremely concerned that Tempe would consider reversing progress and years of planning so soon after a project's completion, and delay the implementation of modern, accessible, world-standard roads. Roads must be accessible to everyone so that they benefit everyone, and not force people to use one mode of travel. I rarely contact city council, but this issue is of great concern to me, given the rare opportunities to improve roads and bring them up to modern standards. If these improvements are removed, I will not be able to safely get where I need to go by bike. [rifflem@gmail.com](mailto:rifflem@gmail.com)
185. 3/11/2016 Hi there, I don't normally use McClintock Drive, but since the Bike Lanes were installed last year, I went out of my way to ride at morning "rush hour" (around 7:45AM on a weekday) about a dozen times and every time I rode I didn't see much (motor vehicle) congestion. The longest queues at signals, e.g. northbound at Southern, were clearing within one light cycle. The Bike lanes themselves seem to function just fine I've been hearing some

claims that sounds vastly overstated that the removal of a third through lane has created "mile and a half backups" and that "It's going to cost me more than an extra hour of my day, every work day. I'm a single mom, I don't have extra time to sit in traffic jams." Such claims seem quite outlandish. Regards, Ed Beighe

186. 3/11/2016 I am an avid cyclist and I am writing in support of keeping the bike lanes on McClintock. I am a part of a few cycling clubs and groups and participate in rides from fast training rides to slower paced social bike rides that are focused on building community. The McClintock lanes and all bike lanes have improved the expansion of all of these groups. They have expanded the scale of businesses we can patronize on our slower social rides as well as how far we can go on our faster rides. I understand my rights as a cyclist and have no problem taking the lane to make myself safer. However, because of bike lanes like the ones on McClintock, that's not something I have to do, which makes me more comfortable, as well as the drivers who are often thrown off by cyclists taking the lane. These bike lanes have improved the lives of all cyclists in the Tempe area and act as an accessible path to support all of these businesses on McClintock. I have commuted to work at Honeywell located at 34<sup>th</sup> St and Washington from my Chandler residence since 1995. The recent addition of the McClintock bike lanes has been one of the nicest things to happen with respect to my three times a week ride to work (and I do this year round). Additionally, I have a 26 year old daughter who doesn't drive due to autism. But she does ride her bike to get around, including to her two part time jobs. I feel a little bit better for her safety due to these additional lanes. We are considering moving her into the Estridge apartments, which are located right at McClintock and Southern. These bike lanes would be her lifeline to get to work efficiently and safely. Respectfully, Allan Rodrigue
187. 3/11/2016 KEEP THEM!!!! In fact, extend the buffer poles past the Western Canal. Thanks. Stephen Ream
188. 3/11/2016 I am writing in support of keeping the bike lanes on McClintock. I consider myself a bike commuter, and ride daily to work, to events, etc. Using the bike lanes, I feel safer because I know I am safer. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. Stephen Ream
189. 3/11/2016 To the Tempe City Council: Council-Members, I want to express my appreciation for the addition of Bike Lanes on McClintock. I ride an electric-assist Bicycle to commute 6 miles to work (12 mi. round-trip) daily. The safe space in the bike lane is a welcome change from riding curb-side or, on the sidewalk. Motorists routinely ignore cross-walks at Intersections and this is THE safest alternative. Respectfully yours, Jeff Semenak-Homeowner
190. 3/11/2016 Hello, I will not be attending this meeting. However, I would like to submit for following for your consideration: When I returned from vacation last May to find the

roadwork completed along McClintock where we live, I was so delighted to find you had widened the areas provided for bicycles. I especially appreciate the buffer zone as it is nerve wracking when there are bicyclists riding right beside my car. It feels so vulnerable for them. I ride my bicycle daily but I'm not brave enough to go out on those busy streets, but care about those that do. I hope your stats prove to be positive in this direction. I vote yes! Thanks.  
Melinda Louise

191. 3/11/2016 Hello, I am all for the bike lanes and McClintock, but I wish they had some that were northbound. There is no way to cross the tracks east of college with a decent biplane. Chuck Dean (mobile) Pleez x cuze enny tie ping or spelin air ores.
192. 3/11/2016 Mr Granville, I live off of McClintock Dr between Baseline and Guadalupe. I am in favor of the bike lanes. I am both a cyclist and I use McClintock as part of my daily commute to work. When my husband and I decided to move from Seattle, which is an extremely bicycle friendly city, we choose Tempe because it advertised itself as a bicycle friendly community. So far we have been disappointed. The McClintock lane has been a ray of hope. There are few North South routes unless you want to go miles out of your way. The same exists for East West routes. I tried commuting by bicycle to my job in South Phoenix until I realized there was no safe way to get there. As a car commuter I have yet to find any problem with traffic on McClintock and I leave for work most days during peak rush hour. People who find themselves having to slow down are probably driving too fast anyway. Two lanes of traffic should suffice since the 101 is only a mile away. If the drivers are in that big a hurry, they should take the freeway. Frankly, I'd like to see more bike routes, because right now calling Tempe "bike friendly" is almost laughable. You can't even ride through neighborhoods without ending up getting dumped on main arteries with no where else to go. Please keep and add more bike routes in the city. Bicycle riders pay taxes, too and we are tired of subsidizing cars. Sincerely, Lise Spangenthal
193. 3/11/2016 I don't mind the bike lanes but there is so much confusion as to how to maneuver in and out of the lanes...How about some directions. I always feel like I'm crossing a solid white line which I thought was a no no. Lets please have some guidance before someone gets hurt. karen polick
194. 3/11/2016 I have read rumors of objections to the McClintock Drive bicycle lanes installed last year, claiming that traffic is slowed by them. I do not find that to be true. I live a few blocks from that section of McClintock Drive, car commute by that route, and shop locally on Baseline, Guadalupe Road, and Southern Avenue. I have never been delayed in a car by the new lanes, and when I ride my bicycle to local shops after work, I feel much more comfortable taking McClintock Drive. I am an experienced cyclist, and know how ride in dense urban traffic, but the excessive width, high speeds, multiple intersections, and distracted drivers in this area make most of the region's arterial roads uncomfortable and frankly, dangerous, especially at certain times of day. McClintock Drive is relatively safe, at all times of day now, in the section with the mild traffic calming changes implemented last year, and I support the extension of these measures. East/West routes in Tempe, and most of all, intersections between bicycle routes and arterial roads need the most improvement, because early morning and late afternoon sun create especially hazardous visibility risks, and because drivers are not well educated about how to drive around bicycles. But McClintock Drive is much improved by the changes in my neighborhood! I like the signaled canal crossing as well. I do not think most

motorists understand how much the road system is subsidized by all citizens, and that it is not reserved for automobiles exclusively. Tempe will change, and it can continue to change for the better. Bicycles and mass transit have a brighter future than cars. -- Bill Gibson

195. 3/11/2016 I think the new bike lanes help McClintock feel more like a neighborhood street rather than a freeway. Please keep the bike lanes! Paul Barnard
196. 3/11/2016 Dear City of Tempe, First I would like to take this opportunity to thank the city for working to turn Tempe into desirable place to live for all of us. A city built with diversity in mind is a city full of energy, life & people of all ethnic & economic backgrounds. To be clear, I am in favor of any & all efforts to establish alternate means of safe travel in & around our city. Bicycling is just one of these modes of transportation & for a city to provide safe routes for cyclist is a wonderful thing. Cities such as Portland, Oregon & Seattle, Washington have done a superb job of incorporating bike lanes & paths throughout their cities. Allowing time for new methods & changes to take place is, I believe, the best way to see how well these changes work. My thoughts when it comes to the bike lanes creating a slow down for the automobiles....well, perhaps it could benefit everyone driving cars to slow down a bit. Understandably, people need to get from place to place, but is it really necessary to do so at lightening speeds? A 45 mph speed limit generally, from I have encountered, means that the speed is actually closer to 50-55mph. Perhaps appropriating a few more minutes for their travel time would make for a less stressful mindset. I actually think it would be a great idea to add more bike lanes, going in more directions, allowing for bikes to travel from city to city on well marked streets that have allocated bike lanes. Eventually, it could become the norm..to see bikes on the streets & cars giving them the go ahead & everyone(well, not everyone) might have a friendlier approach to each other. Thank you again for working to improve the city of Tempe. DiAnn Bottomle
197. 3/11/2016 I am mostly in favor of the bike lanes added to McClintock Drive. The one stretch I have not found useful is the stretch between Apache and Broadway. Having a bike lane on only one side of the street is silly and the transition on McClintock and Apache where one lane of traffic goes from being an actual lane to a turn lane is frustrating for many drivers. Also having bikes of this particular stretch is crazy dangerous given the steep slope that is needed for the train underpass. Better to have bikes walked under the sidewalk for that stretch. Joel Halfwassen
198. 3/11/2016 Please, consider this email as support for the bike lanes. I like the added safety of the barrier markers and feel much safer riding according to the "rules of the road." Amy Alexander
199. 3/11/2016 I like the bike lane, with candles, on McClintock. I like the additional space between the bike riders and my vehicle. Before the additional space I always felt that the bike riders were going to wander into the traffic lane. Elizabeth Wood
200. 3/12/2016 City Council, I would like the opportunity to express an opinion in favor of the bike lane additions on McClintock Dr. If you would like to express your opinion either in favor of, or against, the bike lanes additions on McClintock Drive, email [councilcommunicator@tempe.gov](mailto:councilcommunicator@tempe.gov) If you would like to attend the meeting in person to express your opinion during the call to the audience, it will be held in the Tempe Council Chambers on Thursday, March 17th at 6pm. Thank you, Lawrence Sutherland



201. 3/12/2016 My wife and I wanted to thank you and the City's Transportation Department for adding bicycle lanes to McClintock. These improvements were long needed to broaden public access to the corridor's residential areas, schools and commerce, Next step: find ways within the utility constraints to add trees to shade the sidewalks along all of our major thoroughfares. Making our streets safer and more comfortable for all forms of getting around only bolsters Tempe's quality of life and business. Thanks again, Edward Lebow and Vivian Spiegelman
202. 3/12/2016 I will be unable to attend the city council meeting where the progress/success of the recently installed bike lanes will be discussed. I would like to add the following comments. I live in the Meyer Park neighborhood, a block off of McClintock, South of Broadway. I use McClintock north and south daily. I like the idea of the bike lanes. Providing a dedicated lane for commuters and recreational bike use is important to reducing traffic and improving Tempe's livability. I have personally used the lanes twice since installed. My wife and I ride around the neighborhood occasionally, as far south as the canal. It's nice to be off the sidewalks and to have some distance between traffic and the sidewalk. It made the rides much less hectic by not having to get off and on sidewalks, deal with pedestrians and cars that encroach the sidewalks to exit shopping centers. Aside from the disruptions when the lanes were installed, I have not witnessed any significant traffic issues/backups with the addition of the bike lanes. There is backup on northbound McClintock between Southern and Broadway in the early evening (4-5:30p). But that backup preexisted the bike lanes since northbound traffic was already reduced to two lanes near McClintock HS. I would like to see more bike traffic lanes on the major mile streets, particularly around the Downtown Tempe/ASU streets. There's already defined lanes on the half-mile streets and those are great too. Scott Griffiths
203. 3/12/2016 Kolby, Thank you for this information. I have no complaints with the bike lanes. Jack Silver
204. 3/12/2016 Hi, Put me down in the support column. It's a plus for the city to encourage bike riding. Kevin Brown
205. 3/12/2016 I just wanted to say that I live at Elliot and McClintock so the new bike lanes impact me daily. I do not ride a bike but I am highly in favor of the new bike lanes – I feel that it makes it safer for the drivers and the bike riders. Shelly McIntosh
206. 3/12/2016 I support the new bike lanes down McClintock, and would like to see them extended south with the added bollards. We should make our city as bike friendly as possible. I live south of Elliot and McClintock and drive north to ASU workdays. I have not felt any delays or increased congestion on McClintock since the lane implementations. I have however witnessed more bike ridership. Dominique Laroche
207. 3/12/2016 Hello everyone, Thank you SO much for allowing a bike lane to be put on Broadway near ASU. As a PhD student researching Physical Activity, Nutrition, and Wellness on the downtown ASU campus, I am extremely grateful for a city council who supports active lifestyles by making it safe for me to bike commute. I feel so much safer with bike lanes, particularly on major thoroughfares in Tempe. I know that keeping bike lanes on McClintock is up for debate, and I've already reached out to a couple of you about this (thank you for your

responses), but just wanted to reach everyone to implore you to please keep our bike lanes! It's one of the things that I appreciate most about living in Tempe. I won't be able to attend the meeting on Thursday since I will be in class downtown (and my husband is Athletic Director at Grace Christian school and has a game he must supervise), but we both really, really hope that we not only can keep the current bike lanes but also expand them more. Thank you so much for caring about our input! Best, Heidi Lynch, MS RD

208. 3/12/2016 I'm what some would call a serious cyclist. A normal week is 100-150 miles. It's the way I exercise. I live on Alameda a quarter mile west of McClintock. I've been leading rides for 4 years, a couple a week, most of them from Paradise Bakery at McClintock & Guadalupe. The bike lane on McClintock has been a godsend to those of us that ride and live near it. Prior to the addition of the bike lane we made an effort to stay off McClintock because it wasn't safe. Two years ago a gentleman on one of my rides was hit with the right side mirror of a car passing us as the elderly man driving refused to move over as he passed. Since McClintock has been redone we make an effort to use it as much as possible. And we've changed our return routes to come down it on the way back to Paradise Bakery. I'm also noticing more cyclists using McClintock because I'm watching for them. I'd like to thank the City of Tempe and those who support safe cycling. I'm a native of Tempe and I appreciate your efforts. Sincerely, Clifford Hudson I would have been at the council meeting to support it Thursday but I'll be out of town.
209. 3/12/2016 I am a Tempe resident living near McClintock Rd. and I would like to voice my support for the McClintock bike lanes. I think they are fantastic and so much safer for bicyclists. Even after the lanes were added, but before the safety posts were added I saw too many cars drive into the bike lane. We have to make our roads safe for both bikes and cars. I support a shared road! Thank you, and keep up the the good work! I am a "fair weather" bike rider and feel much safer riding in the McClintock bike lane with the extra space and safety posts between my bike and the cars. Michelle White
210. 3/12/2016 I'm a bicycle rider and a motorist. The new lanes with the candlesticks are a big improvement. I feel much safer now. I frequently drive my on McClintock and haven't been hindered on bit. John M Franklin
211. 3/12/2016 I am a big fan of the new bike lanes on McClintock. Please keep the lanes and move forward with similar projects elsewhere in the City. The lanes provide a safe, direct bicycle route along McClintock and my family has utilized them regularly since they were installed. Thank you for your consideration of my comment. Jeffery Johnson
212. 3/12/2016 I was very pleasantly surprised to discover the bike lanes on McClintock a few months ago--they are an important step in continuing efforts to make Tempe a bike friendly city. I use them typically from Apache or Southern to Guadalupe.--I know many people think they are under utilized, but you have to keep in mind two things. What are the east-west opitons that intersect? --This has been an ongoing weakpoint in Tempe's bike route configuration--Rio Salado, University, Apache, Alameda, Cornell and Guadalupe. But Alameda and Cornell are residential corridors that have limitations if you wish to take either more than a couple miles. Southern is the vacuous hole in Tempe's bike route system. So you need to create the connections to help create a network that works better. McClintock is a very good step--but it needs more east-west tie ins. You can't make determinations on a really short term basis. It takes time for people to adapt to new bike route availability. While its fine to monitor its impact

it's well-too soon to be considering removing a bike lane--which, if done, would in my estimation be the first time Tempe has gone backwards. I do hope Tempe will continue on a path of being a bike-friendly community-and not take a step backwards after less than a year. Dave Wells

213. 3/12/2016 Just want to say, I LOVE THE BIKE LANES! Thanks for the forward thinking.  
Erika Schaefer
214. 3/12/2016 Keep them as is and enforce the rules. Leon DeLong
215. 3/13/2016 Hi , My name is Carla Mott and I am in favor of adding bike lanes to McClintock dr. This would make it safer and set boundaries so that cars don't get too close to cyclist. Thank you for considering this. Carla Mott
216. 3/13/2016 To Whom It May Concern, While we no longer (sadly) live in Tempe, my wife and I still own a house near McClintock between the canal and Elliot (1701 Divot Dr). When we lived in that house, we would have loved to have the availability of the new McClintock bike lane. Our current tenants do ride their bikes and I'm sure they appreciate these lanes. As avid bike commuters, my wife and I think the McClintock path provides a valuable additional route which would have easily reduced our commute time significantly while providing a MUCH safer path. For example, when we would ride our bikes to Trader Joes or Wildflower, we found ourselves having to go more than a mile out of the way, or potentially break laws to take the safest path. Anyone who has ever ridden a bike on a 5 lane road, knows it's quite intimidating and scary. In my opinion the negative statements made by primarily car-focused individuals regarding the confusing nature of the bike lanes are overblown. I would also propose that if they were to ride a bike on McClintock, they would absolutely want the buffer this new lane creates. Please keep this huge improvement in bike transit available and keep Tempe a bike friendly town! The removal of these lanes would be a giant step backwards. Best, Christopher Edwards + Laurie Rogers
217. 3/13/2016 Dear Tempe City Councilmembers, I wanted to take a moment to say how much I appreciate the new bike lanes on McClintock. As an active bicyclist and runner who lives off of McClintock, I benefit tremendously by the new bike lanes. I now have a safe and convenient way to travel north and south through Tempe, when previously I had to add over 3 miles to use the bike lanes on College Ave. One of the reasons that my husband and I decided to buy a home in Tempe was because it is such a bike friendly community. The new bike lanes make it even more so. Many neighbors seem to be complaining about the extra congestion along McClintock. While I have noticed that traffic seems to back up a bit more at lights, at most this has only increased my car travel time by a couple of minutes and this is only during heavy traffic times. Isn't a few minute longer commute worth the life of even one bicyclist? Of course it is. Plus, now city buses can pull completely out of the traffic lanes at bus stops. This is an additional benefit that I've appreciated when driving on McClintock. Thank you, Beth Hagen
218. 3/13/2016 Pls by all means keep the bike lanes. Theyre working great!! Less close calls!  
Sheila Scanlan
219. 3/13/2016 Can not attend mtg. Because I live next to MCclintock, this effects me every day. And traffic is heavy with delays. I think the city should give it more time and make decisions based on both fact - traffic monitoring - and residents. The High School and safety is main concern. Would like to see if the two lanes reduce number of cars and see if time changes habits

to ultimately use another route. Like the idea of safety for students less lanes of traffic to navigate and cross street. I don't see bikes on streets. But like the idea of traffic abatement. JL Granillo

220. 3/14/2016 Dear Sir or Madam, I am writing with regards to the bike lanes on McClintock Avenue. I am a cyclist, a motorist, and a pedestrian on Tempe city streets. I average around 4000 miles a year on a bike and 6000 miles a year in a car. I travel roughly an equal number of miles pedaling and driving on Tempe streets. I want to say that I love the wide, easy bike lanes and smooth pavement on McClintock, however the vertical bars separating the bike lanes from motorized vehicle lanes are concerning to me. In my experience as a cyclist, when this kind of lane is installed, it's wonderful to use for the first few weeks. Then, gradually, detritus builds up in the lanes making them unusable. Little bits of gravel which would be totally immaterial to a car and a minor annoyance to a sure footed pedestrian can interfere with traction sufficiently to put a bicycle with tires designed for riding on pavement at risk for falls and unable to stop quickly enough for safety. In addition, the detritus too often includes shards of broken glass, puncture vine thorns, wires, and nails, all of which put a cyclist at risk for inconvenience, expense and serious falls when they cause flat tires. When such a lane was installed near my home when I lived in Tucson, I enjoyed riding in it initially. Eventually I ended up riding in the car lanes (as allowed by Arizona Revised Statutes to avoid "surface hazards" on the road) slowing traffic and adding annoyance to the morning commute of the cars which no longer had space to pass me. Ordinary bike lanes, in my experience, are far less at risk for accumulating this hazardous detritus. I don't know whether that is because city street sweepers have an easier time cleaning bike lanes when the vertical bars aren't in their way or because cars create enough of a wind in passing to blow it all the way into the gutter, where rain washes it away. I do know that the cause is, but I do know that, in my experience, ordinary bike lanes, segregated from motorized vehicle lanes by only a line of white paint, end up being safer in the long run. As a motorist or pedestrian, the white bars don't make a hill of beans worth of difference to me. As a cyclist, unless the city is scrupulous with road hygiene, I find that they eventually end up detracting from the safety and enjoyment of my commute. As a taxpayer, I find myself annoyed that money was spent on them. As a tax payer and a cyclist, I would be vehemently opposed to bike lanes separated from the roadway by curbs. I am glad that the city did not install those. In summary: \*In general, I feel safe riding on any road that I feel safe driving on. \*I love the added convenience of having a bike lane on busy roads. \*A simple line of white paint is the ideal way of designating lanes for non-motorized traffic, in my experience. \*I would far rather have my tax dollars spent on re-surfacing streets than on building fancier infrastructure to separate motorized from non-motorized traffic. Sincerely, Julie A. Brozio

221. 3/14/2016 I am a Tempe resident and I support the bicycle lanes on McClintock Rd. I also support all attempts to offer Tempe residents safe, alternative methods of travel/transportation to automobiles. Thank you, Jay Rapson

222. 3/14/2016 Hello, I have lived in Tempe for 47 years and am an avid cyclist. I commute from South to North Tempe and have to tell you for the first time travelling down McClintock, I feel safe. I absolutely support the addition of the bike lanes along McClintock and anywhere else the city feels like they make sense. I understand the motorists frustration and the added time driving down McClintock. My opinion is the extra time spent is well worth the wait to avoid another tragic accident between a motorist and cyclist. The motorist usually has a dent in their car while the cyclist loses his/her life. That is not a fair trade. In today's world of texting and calling while driving, it is important to have barricaded lanes for cyclists to keep the

inattentive driver from killing another cyclist. Thank you for being a progressive and thoughtful city for all of its citizens. Regards, **Mike Hughes, ChFC**

223. 3/14/2016 Dear Council Members, My name is Jennifer Clark, and I am a resident of Tempe. I was so excited to see the bike lanes go in on McClintock last year. Everyone in my family loves bike riding. This stretch of bike lanes connects a crucial part of South Tempe to the rest of the city. It makes bike commuting that much easier. I have been disheartened to hear all of the negativity regarding these lanes. I just wanted to voice my opinion on the matter. I would love to see the bike lanes stay. Tempe is a progressive city, and having multiple transportation options is very important. It allows for the type of diversity that makes a city great. I applaud the city and all of the Council Members for making the City of Tempe a great place to live! Thank you for your time, Jennifer Clark
224. 3/14/2016 Hello Council, I know that there has been a lot of drama about the new bike lanes on McClintock road. I live in 85284, and I love every bike lane that I can find in our city. I ride my bike whenever I can! I am usually pulling a couple kids in a bike trailer behind me. Here's a few things to keep in mind amidst the noise on this issue. **Change** - Humans, as we know, are rarely comfortable with change. You could change the color of street signs to increase visibility, and it would upset someone. If you change the way someone pulls out of their neighborhood and onto McClintock—of course they'll be upset. **Vision** - Tempe is a unique place. People here have pride that is unmatched with other cities in the east valley. It's real. This kind of pride didn't happen overnight. It was built year-over-year by the steady hands of community leaders, business owners, the university, and civic organizations. The things that we enjoy today (e.g. Tempe Town Lake) was once just a crazy idea that became contentious issue. Of course it was a burden and a nuisance too. Lots of drama. But we are here today in 2016, and it's the envy of so many cities! Bike lanes are essential to the long-term vision of the city because they make way for more residents to get to work, school, and social events on their bikes. This is a significant increase in the quality of life in Tempe. **The National Story** - Tempe is a rarity in Arizona. Our story in this city is as compelling as the most prominent medium-sized cities. Look at the stories of Portland, Nashville, and Austin. I believe that we belong in this list, and that the buzz about Tempe is growing on the national stage. But this momentum is not our birthright. It's something that we keep with the decisions that we make today. Bike lanes point us in the right direction. It's a real upgrade, and it's also symbolic of what great cities do for their citizens. Best, Matt S. Smith, MBA
225. 3/14/2016 Dear Council Members, s a home owner in the University Height neighborhood, I would like to voice my support for the bike lane on McClintock. For many years cyclists have needed an efficient and safe north/south route through Tempe. The installation of the new lane on McClintock showed that the City of Tempe continues to make safe cycling a priority, and demonstrates your commitment to increasing the quality of life and transportation options in our city. Removing the lane is a step in the wrong direction. Thank you for your commitment to keeping Tempe a forward thinking City. Sincerely, Ashlee Rudolph
226. 3/14/2016 Please add my support to the bike lane project on McClintock. I am both a bike rider and a driver on McClintock. If this design saves even one life it is worth it. Whenever I visit other cities in America I always check out the bike lane situation just to see how Progressive and how bike-friendly a city is I was very proud to see this addition to our city streetscape. Please do what you can to keep the bike Lanes. James White
227. 3/14/2016 Hello Tempe City Council, I am writing in support of keeping the bike lanes on McClintock. I consider myself a bike "commuter," and ride daily to work, to events, etc. Using

the bike lanes, I feel safer because I know I am safer. Structured bicycle lanes can only have positive impacts for the residents and tourists of Tempe. The lanes connect the canals, Alameda, and the light rail which all connect with local businesses. Country Club Way ends at Alameda and does not connect to any businesses. Bike lanes on more major roads provide greater options for safer commuting, and encourage more than simply the growth of the bicycle community but elicit a healthier, more personable and desirable Tempe. If these lanes are removed, I will no longer be able to ride my bike to many local businesses, and will need to use my car for many of my trips and to commute to work. Furthermore, the lanes do not disrupt or impede traffic and make it safer for both pedestrians and cyclists. I will continue to commute our city by bicycle, as will so many others. Please support us by supporting reasonable long-term plans to improve the city of Tempe's total transportation system. Signed, Bo Sun

228. 3/14/2016 Dear Tempe City Councilmembers, As an occasional bicycle commuter who lives off of McClintock, I wanted to add some positive feedback for the new bike lanes installed along McClintock. When I commute via bike to work now, I feel much safer riding along this major thoroughfare, where previously I avoided the route, taking a much longer and slower route. My family and I also will do bike rides, and I appreciate the added buffer along this busy road as I pull my small children behind me in a trailer. The bike lane is much easier to navigate with a trailer than the sidewalk, where you have to navigate turns, ramps, and pedestrians. My only complaint is that the northbound bike lane does not extend all the way to the light rail station at Apache, leaving a short commute in traffic as you pass under the railroad bridge. As a car commuter, it does appear that traffic seems to be a little more backed up along McClintock, but that means traffic is slower and safer for bicyclists. Even with the backup, it is still my quickest way home, as compared to driving on the highway. One added bonus I see as a car driver with the bike lane, is that now city buses can pull completely out of the traffic lanes at bus stops without causing traffic backups into intersections behind a stopped bus. Thank you for your efforts in making Tempe a more bike friendly community! Matt Beversdorf
229. 3/15/2016 Dear Tempe Council, First of all, thank you so much for all your hard work for this community. I have only been a resident of Tempe for three years, but I've grown to love this vibrant little place very quickly and am proud to now call Tempe home. Secondly, I'm writing to express my support for maintaining the bike lanes on McClintock Drive. I have recently been informed that the council is considering adding an additional car-only lane to McClintock, much to the detriment of cyclists, pedestrians, bus riders, and others pursuing alternative forms of transportation. This troubles me for several reasons: a.) It is really unsettling to see the council considering removing a highly supported and progressive project such as adding a bike lane to one of the most central and busily trafficked roads of our city so soon after its completion. I am concerned about the use of my tax dollars to "take back" such a great initiative; b.) I am also worried about my personal safety while traveling on McClintock if the bike lanes are removed. Riding McClintock before the bike lanes was absolutely terrifying-- a choice between riding (illegally) on the sidewalk and almost getting hit as cars made blind right turns not expecting a cyclist; or riding in the lane and being (again) almost hit and sometimes verbally abused or physically threatened for daring to take up a lane that drivers considered the sole property of motorized vehicles. Since the bike lanes went in, I have not had one close call or been shouted at-- which, in addition to being much safer, is great for my blood pressure! I am a bike commuter and one of the things I love about Tempe is that I am able to use my bike for almost everything. This has only recently become true with the increase of bike lanes in the cities, and McClintock is one of my most-ridden areas. I am troubled that Tempe would consider prioritizing motorists over both my physical safety as a cyclist and the positive environmental, health, and financial impacts of riding as a form of transit. Please consider this a firm vote of

support for the McClintock bike lanes, and bike lanes more generally. Thank you for your time!  
PS. While we're at it, can we please consider some way to accommodate cyclists on Rural Rd. as well? I know that there isn't enough room for a bike lane, but just having a shared lane would be great. That is a scary, scary ride if you're a petite woman on a small road bike! Cheers, Liza Kurtz

230. 3/14/2016 I believe the project was done very well but feel the bike lanes and turn lane designations on southbound McClintock Drive, south of the Guadalupe intersection, are confusing. Currently, eastbound drivers on Guadalupe can turn into a right turn lane onto McClintock between the bus pullout and the bike lane while southbound drivers on McClintock can also turn right into the shopping center by crossing the bike lane and the turn lane mentioned above. It might be safer to continue the bike buffer lane on McClintock south of Guadalupe and make that turn lane that is along the curb the bike lane for the length of the parking lot. At least that way, all cars will turn into the parking lot from the same lane and bicyclists will be more protected. Thanks for the opportunity to comment. Deborah McDermott

231. 3/15/2016 Please do not remove the McClintock bike lanes, they have made biking in the area safer and more convenient. The added bike infrastructure is crucial to creating a sense of community in Tempe. Paul Gardner

232. 3/15/2016 Just wanted to send over a quick **thank you** for installing the bike lanes on McClintock. I appreciate all of the work that went into approving and installing the lanes. As an avid bike commuter I feel much safer about biking around Tempe and excited about the future development of bike infrastructure around the city. I've heard inklings that some individuals aren't in love with the new lanes- I would ask that you not remove the lanes on the account of the individuals that don't bike, or haven't even tried out the new lanes on McClintock. If we take away the bike infrastructure less people will bike because they don't feel safe or supported. Taking them away also sends a message that the city supports cars over alternative, more sustainable, modes of transportation which is a lofty message to send. Divesting from sustainable modes of transportation would be a reason for me to look into moving out of Tempe. I appreciate your time and thanks again. Best, Katie Schumacher

233. 3/15/2016 To whom it may concern, Please do not consider closing any bicycle lanes, and please do consider opening new ones. Bicycle lanes are important because they give cyclists room to feel a little more safe and they help with overall city infrastructure. Without bicycle lanes on a busy street like McClintock cyclists are forced to ride on the sidewalk or in a car lane, which is dangerous for everyone. Thank You. Jared Kauffroath

234. 3/15/2016 Dear Council Members: I am writing to voice my support for the new McClintock bike lanes. I live in the area of McClintock and Elliot. Before these lanes were installed, it was very difficult and dangerous to navigate this particular area by bicycle to travel north and east from my home. The traffic regularly runs at 50 miles per hour up McClintock in spite of the lower speed limits. These new lanes make this journey considerably safer. Before retiring, I commuted daily by bicycle into Phoenix. People would always comment that they would like to commute by bike as well but were afraid of being injured or killed in traffic. To encourage bicycle commuting, we need more protected bike lanes, not fewer. Best regards, Jon Austin

235. 3/15/2016 I am writing in support of the McClintock bike lanes. While I realize there is always a period of adjustment, it's essential that we move forward in making alternative travel

safer and easier, and bike lanes are a huge step in that direction. I am an Associate Professor at ASU, and also live in the neighborhood, and especially with the enormous number of students on the streets walking and on bikes, we need to increase the safety and ease of walking and biking to and from school. Jeff Mc. Jeff McMahon

236. 3/15/2016 Thank you so much for having the McClintock bike lanes! They really add to the community and are important to keep as part of our local and regional transportation system. I travel in Tempe by foot, bike, car and train and it's very important. I am frequently in the McClintock area (Sprouts, Game Depot, Barro's, Gold Bar and more) and think the bike lanes are a great addition. Thank you! David Crummey
237. 3/15/2016 Finally I am able to ride the section of McClintock near my home. Please don't remove the lanes...there are Tempe citizens who do not drive cars...they deserve to be able to cycle safely. Thank you, Kathryn Hopkins
238. 3/15/2016 The added and enhanced bike lane has been a great addition. I'm sure a segment of motorists are upset to see the lanes reduced from 3 to 2 but change is hard for a lot of people to accept. Now we need to put bike lanes on Rural from Divot Drive south and reduce that to two lanes. Jon Mulford
239. 3/15/2016 To whom it may concern- It has come to my attention that the bike lanes on McClintock are under question. Please keep the bike lanes! One of the things I love about living in Tempe is how safe it is to bike here. It's really a selling point of the city, and helps keep traffic down. It's also my principle way of getting around. Thank you! Jamie Macpherson
240. 3/15/2016 Dear City Council, As a Tempe resident, bicycle commuter, automobile driver and recreational bike rider I want implore you to not only keep the new separated lanes on McClintock Drive intact, but I would also encourage you to add bike lanes on other City streets. Riding in Tempe can be dangerous on streets without bike lanes and even those with bike lanes provide minimal protection. More and better bike lanes will encourage bike riders to get off of sidewalks and reduce conflicts between pedestrians, cars, and bicycles. Please do everything you can to maintain the lanes on McClintock Drive to protect cyclists. Sincerely, Paul J. Prosser
241. 3/15/2016 As an avid cyclist and Tempe resident, I am writing to voice my full support for the new bike lanes (BL's) along McClintock. I like the simplicity of the lanes and the fact that they are on a major arterial to facilitate efficient travel. As the leader of the Pecos Action Group, I have received many very positive comments from other recreational, commuter, and fast fitness riders voicing their support of the BL's. Tempe has hit the right note with these lanes and the cycling community is excited about expanding it! This is a great change and in sharp contrast to the many negative comments I hear regarding other Tempe bicycle facilities such as Hardy and University to name two. The lesson learned, from what I have heard, is cyclists desire simple and clean 5-6 foot BL's on arterial roads to facilitate safe and efficient travel. They also like the buffer that provides additional separation from motorists, but also allows cyclists to easily maneuver into the left turn lanes as needed. I overwhelmingly hear that cyclists prefer simple lanes without different surface textures or colors which contribute to road clutter and safety issues. This straight forward design is less confusing to cyclists and drivers and has the not insignificant advantage of being more cost effective to install and maintain, thus allowing more miles to be installed. I look forward to seeing the safety and efficiency data and analysis



with respect to cyclists and motorists to facilitate further improvements. With the McClintock BL's you have taken a big step toward making Tempe a bicycle friendly city, please keep it up and expand sensible BL's to most, if not all arterial streets! Thanks, Joe Struttman

242. 3/15/2016 I may not be able to make the meeting on Thursday, but wanted to make sure you knew that I fully support these new bike lanes and really hope that we'll see more like them throughout Tempe and the whole metro area. If bike lanes are safer, maybe more people will start using them, and we'll see a reduction in carbon monoxide, etc. Keep up the good work! I'm a new resident of Tempe (since Dec 2015) and am loving it so far! Susan Prosser
243. 3/15/2016 Dear Council Member Kolby Granville, Tempe City Council, and Mayor Mitchell, Thank you for keeping me up to date on the new addition of the McClintock Bike Lanes. I am in favor of the McClintock bike lane corridor and look forward to additional connectivity that makes Tempe a more livable city through walking, biking, or other alternative modes of transportation. Designated bike lanes makes the statement "this is a safe zone" and please be respectful and share the road (vehicles). Noted in your study, pedestrians also feel safer with the addition of the bike lanes that offers a buffer from vehicles. Please keep up the good work to make our city more sustainable through more connectivity and forward thinking. Best Regards - Daniel Mayer & Shelly White
244. 3/15/2016 Dear Tempe City Council, I wanted to write and tell you that I very much appreciate the new bike lanes on McClintock. In the beginning I wasn't so sure about them but ever since you put up the barriers to keep cyclists safe I have been a big fan. I think it is so important to have protected bike lanes for cyclists, commuters, students, families, and anyone with a bike. Thank you for keeping our city progressive and in touch with many other cities across the country that are including cycling in their plans for reducing traffic and pollution from cars. Sincerely, Sarah Graff
245. 3/16/2016 The Honorable Mark Mitchell, Mayor of Tempe and Members of the Tempe City Council Dear Mayor Mitchell and Members of the City Council: I am writing to reaffirm my support of bike lanes on McClintock Drive and to applaud our city leaders for acting to address transportation issues. I feel much safer with the new McClintock street design both as a motor vehicle driver and as a bicyclist. It is a significant improvement to protect the safety of our children. The road also has good eye appeal. The positive impact of a well-designed bike route infrastructure is profound not only on our daily commute but also on the growth and economic prosperity of the city. The bike lane installation on McClintock Drive is consistent with the Tempe General Plan 2040 which recommends integrating bicycle modality [1]. The City of Tempe has a long-standing commitment to encouraging bicycle and pedestrian travel [2]. In 1974, the Planning Department of the City of Tempe released the comprehensive Tempe Bikeway Plan, the first plan of its kind in Arizona. The Bikeway Plan aimed to "encourage use of the bicycle for everyday transportation," among other goals, as a way to decrease automobile traffic, reduce the environmental impacts of transportation, and raise the quality of living in Tempe. Now, over forty years later, Tempe has more than 175 miles of bikeways [2], was recently promoted to gold level 'Bicycle Friendly Community' by the League of American Bicyclists [3] (first inducted 1997), and has the highest percentage of residents who bike to work, at 4.2%, in the County [2]. Tempe is ranked in the top 20 cities in the nation for percentage of commuters using bicycles [4]. Even with this progress, having bits and pieces that don't connect up in a network is ineffective. McClintock bike lanes, connecting all the way to Rt 202, are a must-have for Tempe's bike network and were specifically recommended in the Bicycle Network Connectivity Study [5]. A recent analysis of Safe Routes to Schools programs showed that engineering improvements for walking and bicycling were associated with an 18% relative increase of children walking or biking to school. Protected bike lanes have been shown

to increase biking levels between 21–171% [6]. Getting a high ranking as a most livable city is important for real estate values and our local economy. Currently, Tempe is #43 at [livability.com](http://www.livability.com) [7]. One of the criteria, transportation, lists “percentage of the population who commute to work by some means other than driving alone”. Bike lanes are a key enabler. There are many examples of other trend-setting cities who have promoted bicycle lanes as a way to improve city livability. A recent article entitled “The Bike Wars Are Over, and the Bikes Won” [8] regarding the transformation of New York City’s streets recently appeared in New York Magazine. Los Angeles is also seeing a transformation [9]. Bicycling is big business. There were 18.0 million bicycles sold in 2014 nationally [10], with \$6.1 billion sales per year [11]. Nationally, there were 67 million people in the U.S. who rode a bike in 2015 [12]. Given 321 million population [13], that's 21% ridership nationally. The installation of bike lanes on McClintock Drive has its detractors. Residents of Scottsdale and Chandler would have Tempe make freeways of our local roads to make their daily commutes a little faster. We need to consider the needs of Tempe residents first. McClintock is a local road, not a freeway. It passes by McClintock High School with nearly 2000 students. This is not the place to realize a high-speed, high-traffic road. We need to consider the safety of our children. Is traffic worse on McClintock Drive due to bike lanes? Seasonal and construction project factors need to be taken into account. The timing of the bike lane completion corresponded with the typical annual increase in traffic due to ASU attendance and winter visitors. On top of that, there is a major freeway construction project underway on Rt 101 in Scottsdale. This is causing significant delays and is almost assuredly resulting in increased traffic on McClintock. To appease the drivers, please consider optimizing the timing of the traffic signals. Any change to traffic control, for example the change from 3 to 2 lanes on southbound McClintock approaching Apache Blvd, may benefit from signal changes.. Please stick to the Tempe General Plan. That plan was well vetted. It would undermine the significant effort put into this plan to have a knee-jerk reaction at this point and backtrack on this installation. In ten years, we’ll look back at the bike lanes on McClintock as a change that continued to propel a movement of bicycling as transportation with a beneficial effect on vehicular traffic congestion and livability. [1] City of Tempe General Plan 2040 (2013). <http://www.tempe.gov/home/showdocument?id=22057> [2] Tempe Transportation Master Plan (2015). <http://www.tempe.gov/home/showdocument?id=30317>. [3] Tempe, AZ Bicycle Friendly Community. The League of American Bicyclists (2015). [http://www.bikeleague.org/sites/default/files/bfareportcards/BFC\\_Fall\\_2015\\_ReportCard\\_Tempe\\_AZ.pdf](http://www.bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2015_ReportCard_Tempe_AZ.pdf) [4] “Where we ride,” League of American Bicyclists (2014). [http://bikeleague.org/sites/default/files/Where\\_We\\_Ride\\_2014\\_data\\_web.pdf](http://bikeleague.org/sites/default/files/Where_We_Ride_2014_data_web.pdf) [5] Bike Network Connectivity Study for SRP Service Area (2014). <http://www.public.asu.edu/~mikekuby/BikeNetworkConnectivity/>. [6] The Alliance Benchmarking Report (2016). <http://www.bikewalkalliance.org/resources/benchmarking> [7] “Top 100 Places to Live,” Livability (2015). <http://www.livability.com/best-places/top-100-best-places-to-live/2015/ranking-data> [8] “The Bike Wars Are Over, and the Bikes Won,” Janette Sadik-Khan, New York Magazine, Mar 8, 2016. <http://nymag.com/daily/intelligencer/2016/03/bike-wars-are-over-and-the-bikes-won.html> [9] “L.A. will add bike and bus lanes, cut car lanes in sweeping policy shift”, David Zahniser, Los Angeles Times, Aug 11, 2016. <http://www.latimes.com/local/lanow/la-me-ln-mobility-plan-20150811-story.html#page=1> [10] Industry Overview 2014, National Bicycle Dealers Association. <http://nbda.com/articles/industry-overview-2014-pg34.htm> [11] U.S. Bicycle Industry - Statistics & Facts (2014). <http://www.statista.com/.../1448/bicycle-industry-in-the-us/> [12] Number of cyclists/bike riders in the USA, (2015). <http://www.statista.com/.../number-of-cyclists-and->

bike.../ [13] The United States Census Bureau. <http://www.census.gov/popclock/> Sincerely,  
Clifford Anderson

246. 3/16/2016 Dear Mayor and Council: I am in full support of maintaining the bicycle lanes on McClintock Drive. I live just east of McClintock Drive and north of Guadalupe and use both a car and a bicycle to travel within the area. I appreciate the fact that the current design of McClintock Drive adequately accommodates both modes of transportation. Please continue to support bikeability and multi-modal design in Tempe. Thank you. Gail LaGrander
247. 3/16/2016 Dear Council Communicator, I would like to submit my comments supporting the McClintock Drive bike lane project. When Tempe added the lane to McClintock Drive in 2015, I commented to a friend it was the most glorious thing I have seen in Tempe since my college days at ASU. This bike lane is in my opinion the best addition to bicycle infrastructure in Tempe I have observed in 10 years of avid cycling and bicycle commuting. The McClintock lane is in my view the safest and fastest north-south thoroughfare for bicycles in Central Tempe. Please continue to fund this project. Thank you, Mark Bibbey
248. 3/16/2016 Mayor and Council, Having read the Council packet relating to the McClintock lane reconfiguration, the three sentences that talk about increased pedestrian comfort severely understates the improvement made to the sidewalks along McClintock. Creating a significant buffer between people walking on a sidewalk and people driving 40mph is more than about creating an improved walking experience. There are other reasons why we don't want people walking directly adjacent to a 40mph arterial. I'm sure there are other reasons than pedestrian comfort that we put up guard rails at the Grand Canyon. I'm sure there are other reasons than pedestrian comfort that the Grand Canyon Rim Trail is 10, 20, 40 feet from the edge of the canyon when it winds from one overlook to the next. There are some pretty terrible arterial street sidewalks in Tempe. Broadway has 4 foot wide sidewalks directly adjacent to 45mph traffic. There are sidewalks directly adjacent to high speed traffic on Southern, Rural, and Baseline. You can't walk to the Tempe Public Library from the west or south without being on a sidewalk that is directly adjacent to 45mph vehicle traffic. Hopefully improvements will be made to these sidewalks in the same way they were made to McClintock. I don't know if an improved sidewalk was a design goal of the McClintock lane reconfiguration. But it's there, and it's great. So, thank you. Don't spend \$130,000 to turn around and ruin miles of perfectly average sidewalk. I'm looking forward to improvements to more below average sidewalks in the future. Thanks for your consideration, David Rice
249. 3/16/2016 hi. i use and appreciate the bike lanes on mcclintock - especially from loma vista to southern, and especially from alameda to southern. makes it safer around the shopping center corners. please do NOT put me on any email lists though. thanks, molly molloy
250. 3/16/2016 Tempe Transportation, I understand that you are considering comments on the McClintock Drive bicycle lanes at an upcoming meeting. I will submit my support FOR continuing the bike lane. Opening the lane has made both recreational riding and bicycle commuting for work related trips MUCH EASIER and convenient. Having a main thoroughfare with a broad and in some places protected lane makes transit in bicycle faster and safer than existing north-south lanes such as College Drive. Please continue to fund this project for bicycle infrastructure. Thank you. Mark Bibbey
251. 3/16/2016 Dear Mayor & Council Members, May I ask that you **PLEASE** do not eliminate the bike lanes on McClintock. These bike lanes make cycling safer for all of us. Our City is in desperate need of additional bike lanes, especially on Rural Road. Many cyclists commute to work as well as ASU. Their safety should be your first priority to keep the bike lanes in place. Thank you for your consideration and ride safely. Sincerely, Brenda Pickard

252. 3/16/2016 Dear Council members, I am a Tempe resident, and I am writing in support of the bike lanes that have been recently installed on McClintock Drive. My wife and I are currently in market for a house in Tempe, and the lanes that were recently installed on McClintock (as well as the newly installed lanes on part of Broadway) are a major factor in our decision as to where we'd like to buy. The core area around ASU is relatively bike friendly, but as you get further south and especially east it becomes difficult to find a consistently safe bike route. Removal of the lanes on McClintock would return to this situation, and limit the number of effectively "bikeable" neighborhoods in Tempe. Bike friendliness is one of the core elements of Tempe for me and many folks that I know--I often brag to my friends in other cities about how easy it is to bike commute here versus the other places I've lived. Please don't reverse the positive direction that this city is moving in. Bikeable cities are LIVABLE cities, and the kind of place where I want to make my long term home and raise my children in a healthy lifestyle. Thank you for your consideration. Jon Kelman, PhD
253. 3/15/2016 Hello Elizabeth, I just recently became aware that the new McClintock bike lanes will be discussed at the City Council Work Study meeting this Thursday, March 17. I won't be able to attend the meeting, but I'd like to add my voice to the discussion if that's possible. Your name and email was given as a contact that feedback could be sent to. I just reviewed a document online at the city's website from the Public Works Department regarding the new configuration. I noticed that it included the number of comments from the public both for and opposed to the bike lanes, and that there were slightly more comments opposed. This concerned me. I am not a cyclist, and much of that is due to fear of driver behavior. I moved here from another state in 1989 and was surprised back then by the lack of proper bike lanes on many valley streets. Over the years I have been pleased to see bike lanes added around town. This past year I was THRILLED when I saw the changes made on McClintock (not an exaggeration - I think I may have actually done a happy dance in my vehicle the first day I saw the new lines and candlesticks). I drive McClintock regularly as I live off McClintock on Secretariat, just south of Elliot (I have lived in Tempe since 1991, and in my current house since 2000). I know many cyclists in the East Valley, and every single one of them has been involved in an accident with a motor vehicle sometime in the last 10 years or so, some quite serious. I regularly witness drivers on many arterial streets that cannot seem to keep their vehicles within lane lines, and I very frequently see drivers with their right tires \*INSIDE\* the bike lanes when they are not approaching a turn, but just driving straight at full speed. This makes me very frustrated and angry. I don't understand why so many drivers do not or cannot respect bike lane lines. So when I saw the candlesticks added to the new bike lanes on McClintock, I was even more pleased. I am hopeful that they will keep bicyclists safer, and also make drivers like myself more comfortable because there is now a physical barrier between car and bike lanes. I understand drive times have increased somewhat due to the loss of lanes. However, McClintock didn't have a solid 3 lanes off traffic for long lengths anyway, and the switches between 2 and 3 lanes were already troublesome due to the confusion caused by drivers who don't seem to understand the function usefulness of their turn signals. I love the new configuration and I feel it makes me, other drivers, and cyclists safer. Thank you, Nancy Schmehl
254. 3/16/2016 Dear Council Members, I am writing to inform you that my household uses one car and a combination of bikes and public transportation. I bicycle all over Tempe for leisure and to conduct my errands and get to and fro places I am obliged to be. I wish to tell you that I support the bike lanes on McClintock Dr. I wish the bike lanes were able to continue all the way to Tempe Market Place. I understand residents in South Tempe are upset by the increased traffic delays two lanes causes. I empathize with their frustration. However, culture is the last thing to change, i.e. we can't have people riding their bikes for transportation if the city

is not conducive to bicyclist. Therefore, I am asking that the Council convey, to those upset with bike lanes, the importance of being a city that embraces culture change. Sincerely, Justin Simon

255. 3/17/2016 I am an avid cyclist and I am writing in support of keeping the bike lanes on McClintock. I am a part of a few cycling clubs and groups and participate in rides from fast training rides to slower paced social bike rides that are focused on building community. The McClintock lanes and all bike lanes have improved the expansion of all of these groups. They have expanded the scale of businesses we can patronize on our slower social rides as well as how far we can go on our faster rides. I understand my rights as a cyclist and have no problem taking the lane to make myself safer. However, because of bike lanes like the ones on McClintock, that's not something I have to do, which makes me more comfortable, as well as the drivers who are often thrown off by cyclists taking the lane. These bike lanes have improved the lives of all cyclists in the Tempe area and act as an accessible path to support all of these businesses on McClintock. If these lanes were removed, I would not be able to ride my bike to the businesses I would like to go to, nor would my training rides be able to take the most direct and fastest route. Thank you for your consideration, Carolyn Shumaker
256. 3/17/2016 Thank you so much for the bike lanes! I will not ride my bike on a street without them. I love that we are keeping up with other cities in the valley such as Mesa and Gilbert. Keep up the good work! Kathleen Pugh
257. 3/17/2016 Good morning, I want to voice my support for the Mcklintock bike lanes. The only way to cut down on city traffic and smog is to increase the possibility of other forms of transportation. Thanks for all you all do!!! [lukep6@aol.com](mailto:lukep6@aol.com)
258. 3/17/2016 Mayor & Council, I am writing in support of maintaining bicycle lanes along McClintock Drive. A generation ago north-south arterial streets were widened in an effort to facilitate the flow of traffic through Tempe. This design resulted in an imbalance in our community, one which encouraged the movement of vehicles over the maintenance of vibrant neighborhoods. It is time to restore that balance. During the 1980's and 1990's residential neighborhoods were cut off from their commercial centers. We observed the removal of buffers between streets and sidewalks, encountered obstacles such as fire hydrants and utility poles in the middle of walkways, and watched walls being constructed to shield residents from the noise of rapidly moving traffic. Big-box stores, dependent upon high traffic volume, anchored arterial strip malls. In recent years big-box stores have gone vacant. Speed limits have been reduced on some arterial streets. Bicycle ridership is up. The model of urban development has changed. In our planning documents residents have expressed a desire to walk to neighborhood cafes, bookstores, and grocers. If we were designing Tempe as a new city today, we would physically separate pedestrians from roadways. This is an expensive and unrealistic prospect in our current circumstances. The restriping of McClintock Drive represents a reasonable compromise between the necessity of moving vehicles and the desire to reconnect our neighborhoods with their schools and commercial centers. In the short time that bicycle lanes have been in place, I have observed reduced pedestrian-bicycle-wheelchair conflicts along McClintock Drive and felt enhanced safety for children walking to McClintock High School. An extra minute or two in a vehicle commute is a reasonable trade-off to restore balance to our urban model. I urge the Tempe City Council to continue to monitor traffic volumes, bicycle lane usage, and pedestrian counts, in addition to resident feedback along the McClintock Drive corridor before making any alterations to the current design. I also ask that the Tempe City Council direct staff to return to the public outreach process by which feedback was solicited in the past. A single meeting in May 2015 to inform residents of a change in the configuration of McClintock Drive is inconsistent with the way that we have conducted business in the past. It is

important to remember that planning documents are intended to guide decisions, but are not a blank check to make changes with limited community input. Sincerely, Steve Bass

259. 3/17/2016 Hello, I am writing to you to express my support for the McClintock bike lanes. I know that most people are much more inclined to give their feedback about something when it's negative, so I felt it was very important to share my view on the bike lane additions to McClintock. I hope this isn't too long, but I feel that I must share a story with you in order to truly express how important these bike lanes are to me. I have lived in Tempe for roughly 25 years of my 29 year life and I have seen it go through lots of changes. None have made me more proud than Tempe's commitment to make the city more bike friendly and sustainable. Last summer I was temporarily living in Phoenix, which was an experience that made me so glad to move to Tempe and have access to bike lanes I felt safe in. In August of last year my home was hit by a massive monsoon storm. The storm ripped the roof from my home, leaving a huge hole in my ceiling. It also flooded the streets with rain water, which totaled my car that was parked on the street and about halfway underwater at the peak of the storm. Moving back to Tempe could not have come at a better time now that I was without a car or the necessary funds to put towards a new one. While I don't feel Phoenix is not a bike friendly city, the area I was in didn't have many places for cyclists to ride safely. I currently work in the Chandler Fashion Center mall, which is about an 8 mile ride for me one-way. Previously I had used Price to get to work, but it always made me nervous because many cars travel much faster than the speed limit. However, the main reason I disliked using Price so much was that almost every single day there was at least one instance of almost getting hit by a car turning right, not paying attention, while I was crossing the crosswalk with a walk sign. I was so happy when I saw the improvements being made to the bike lane on McClintock. Previously, riding down McClintock was very scary. While cyclists are legally allowed to ride in the right most lane, I'm not sure drivers know this because whenever I try I am always angrily passed by cars as they zip around me, often times just barely missing running me off the road. When I first started using the bike lanes, before the candle stick barriers were installed, each ride I would count the number of cars using it as a lane of traffic. It was always in the double digits. I can honestly say that I have never felt safer in a bike lane than I do when I ride down McClintock since the improvements. The barrier seems to make drivers much more aware that there may be bikes around and as a result I have had far less close calls during my travels. I have looked at the research done on the travel time difference for cars since the addition of the bike lanes, and yes, drivers are waiting a few minutes longer than they were before. However, the question I must ask all those opposed to the bike lanes is this; Is saving a few minutes in traffic really more important to you than the safety of everyone on a bike? I have heard of drivers complaining that cyclists are still using the sidewalk to ride on, but on all of my rides the only one's I've seen on the sidewalk are using it temporarily (mostly for turning into neighborhoods), not as a means for travel. I would like to remind drivers that seeing a bicycle on the sidewalk in the brief moment it takes to pass a cyclist does not mean they have been traveling that way for the many miles you aren't seeing them. While I was a pretty frequent cyclist before I lost my car, I had no choice but to become a regular one after it was totaled. At this point, even if I did have a car again, I would likely choose to bike to places that are reasonably close to me. I can't begin to express the gratification I get from biking to work knowing I'm making my carbon footprint smaller. Not only do I feel good having a positive impact on the environment, I overall feel much more healthy now that I'm more active. Thirdly, I truly feel that I have a much deeper connection with not only my home city of Tempe, but the state of Arizona as well. Biking around has given me more opportunities to really see and explore the place I live in, a view often missed driving around in our metal boxes. I have also experienced a tremendous feeling of community since cycling, another thing that has deepened

my love for Arizona. I would like to encourage more people to get out of their cars and onto a bike to truly explore what Tempe and Arizona have to offer. Maybe then they will understand and begin to appreciate how important safe travel routes are for cyclists. I hope this letter makes it to you in time for the hearing today. I wanted very badly to attend, but unfortunately I have a prior commitment, so I really wanted to throw in my opinion. I very much appreciate your commitment to making Tempe such a bike friendly city. While you may not hear much from people like me I want to assure you that I have many friends, cyclists and not, who are just as grateful for this initiative as me. Thanks so much for your time. Corey Dillier

260. 3/17/2016 Good Afternoon City Council and Mayor, I'm writing to let you know what my opinions are on two things that you are hearing about tonight. Sadly, you will not be seeing me in person this evening. First: I am very opposed to the Farmer Arts Lot 1 and 2 proposal. The density is far too great for the neighborhood. In fact, this plan is out of compliance with the the 2040 General Plan yet no amendment has been approved. The height is out of character for that location. There are no plans for improving a bike path so traffic will become even more of an issue than it already is. Further, they are asking for less parking due to this being an urban area, not even one parking spot per unit. We can't force people to give up their cars in this way, students already park in our neighborhoods, this will create a much bigger parking problem in our already congested neighborhoods. Also, this is on public land and there are no provisions for a diversity of incomes. The developer has already said this will all be luxury units. People in the neighborhood are seeing their rents increase as the median rental price continues to go up because of luxury units. Units like this are forcing people to leave the neighborhood because they are priced out. Where are students supposed to live? Where are the artists supposed to live if not the "arts district"? This property should be entirely affordable housing because that's what we need. Is there even still a market for more luxury housing? Second: The bike lanes on McClintock should stay. They look fine and create a needed safety protection. That neighborhood is a very active neighborhood. Several months ago, my mother, who lives in that neighborhood, was struck and almost killed by a car while she was jogging. I understand all too well how devastating a collision like that can be. Eliminating protections that help encourage safe passage of active neighbors seems counter intuitive. I understand it may not be pretty but car accidents are worse. Thank you for your kind consideration. Please feel free to email me with any questions you have. Sarah R. Zona

261. 3/17/2016 As a daily bicycle commuter (from Shalimar to ASU) I am a consistent user of and fully support continued bike lanes on McClintock Drive, and extension of them to Rio Salado. My home is located at 2979 S Country Club Way and my destinations for work alternate between 1551 S Rural Road and 1150 E University Drive. Reasonable improvements to facilitate efficient movement of cars are of course also welcomed, including addressing the irregular size and shape of the buffer area. Even some reduction in the width of the bike lane would be fine, though neither of these steps would allow for an additional vehicle lane if the continuous turn lane is retained. Please keep in mind that due to the Broadway streetscape work, there is an unusually high volume of additional traffic on McClintock in recent months. Thanks, Nathan Corwin

262. 3/17/2016 Dear City Council Members and Mayor, I live close enough to McClintock that I can see it from my rear sliding glass door. I ride my bike on McClintock 100+ days per year check my Strava <https://www.strava.com/activities/519566220> I also drive my car on McClintock 300+ days a year. Things you have heard from the McClintock Bike Lane opposition 1.Traffic backs up during rush hour. A. Carpool, ride a bike, walk or use public transportation to reduce the volume of cars on the street. It has always been bad during rush hour but I don't think it is that much worse now. 2. Difficult to enter or exit neighborhoods and businesses B.

**Be a role model** and when traffic is stopped always leave a gap at intersections and driveways.

3. Inter-neighborhood traffic has increased. C. I live in the Cole Park neighborhood and have seen ZERO increased traffic "cutting through Cole Park Neighborhood to try to avoid traffic on McClintock"

4. I've heard claims of business owners claiming decreased business due to the bike lanes. D. I have a **VERY** hard time believing this to be true. I have not reduced my consumer purchasing since the bike lanes have been added.

**Things people can and should do to ease the pain of fewer auto travel lanes.** Plan your trips intelligently if you need to shop at three or four different stores plan it so you can do them all at once and plan them during off peak hours.

Several hundred cars a day drop off and pick up their kids at McClintock high school. Parents should identify carpool opportunities to reduce the number of cars on McClintock. This would have a larger impact in the morning, but it would also help afternoon traffic. Leave earlier or later to plan your travel outside of peak travel times. Ride a Bicycle. Walk. Roller Blade. All of that being said please work on signal timing and traffic flow. It can and should be better.

Perhaps 55/45 green light ratio at Baseline in favor of McClintock or possibly 60/40 and the same with Southern. On a related note what exactly was done on Broadway between Rural and Mill? The pavement is lumpy and bumpy including the bike lane. All I see is possibly black slurry paint, new lane striping and green accent walls Thanks and good luck with the meeting tonight. I'd be there, but I have to work. Tim McKinstry

263. 3/17/2016 I am much in favor of bike paths, and completely opposed to bike lanes. Bicycles and automobiles make a deadly combination. Citizens of Tempe invested millions in roads that can support heavy vehicles, converting them over to bike lanes squanders the investment, robs commuters of valuable time, gives bike riders a false sense of security, subjects them to exhaust fumes while they are breathing hard, and does nothing to make bike riding more attractive. Scottsdale's Rio Salado bike path system is an excellent example of how government can serve the needs of bike riders, Tempe dropped the ball, and converting vehicle lanes into bike lanes, just makes the problem worse. John Hart

264. 3/17/2016 Dear Mayor and Council: I am a 40+ year resident. Bike lanes are good. No matter where they are. My father advocated bike lanes for many years. I hope to see many more in his and my lifetime. Thank you, Cathie Mancini

265. 3/17/2016 Dear Council Members- I have been a homeowner and cyclist in Tempe since 1998. I raised my sons in our home on Alameda Drive, in a safe biking area. My sons and I advocated for the speed humps on our street (Thank you!) when they were young. Now, they have left the house and I bike everywhere I possibly can, although I must say traffic still frightens me in our great city. I love the idea of safe biking areas in Tempe. I enjoy the trails along the canals and through the neighborhoods in South Tempe (with the exception of having to cross busy streets like Elliot and Warner). I love the wide sidewalk along Southern in Mesa, which is friendly to bikers and pedestrians alike. This is what I envision for Tempe. I have lived in Japan and France, where biking trails and lanes are integrated with pedestrian areas. I cannot think of a time when I worried about traffic or navigating crossways like I do here. A designated bike lane on a busy street, while it is better than not having one, does not protect bikers. We still have to navigate turns within the intersections, which is harrowing. I have seen many bikers either hit by cars or nearly hit by cars. I have had motorists yell at me for making them wait while I cross. Philosophically, considering cyclists as extensions of motor vehicles does not work. If this city wants to be progressive in this regard, then efforts need to be made toward expanding areas where humans without motors (pedestrians, cyclists, roller bladers and skate boarders) can safely travel. Rethink and rename side "walks." Widen them and mark them with signage designating the usage hierarchy. Create a set of standards, norms and rules that help govern these paths, so that pedestrians with children and pets feel as safe as those who cycle to



work or for pleasure. Bicyclists, in my experience, give respect and deference to pedestrians, unlike motorists to cyclists and pedestrians. Add trees, lighting and pavement to canals, greenbelts and over streets. Connect Tempe to pathways in neighboring communities. Make it clear in every way that the city gives preference to green, human-powered travel. Every time I am on my bike, which is at least 3x/week, this is my vision for our great city. I know I'm coming into this late in the game, but I would be delighted to be part of this conversation and effort. Please do not hesitate to contact me. Kind regards, Kate Otting

### **NEUTRAL**

1. **8/11/2015** Hi Mr (Jim) Delton, It was a pleasure speaking with you on the phone about the striping changes that were recently constructed on McClintock Drive. Per your request, attached is a copy of some of the literature (including some analysis) that we have been providing. You also had questions about the pavement project and our pavement management program. Toby Crooks (cc'd, 480-350-8565) oversees our pavement management program. You also requested the CIP# which is 5407471. You also asked about the cost. It looks like the contract for this 3-mile stretch was for approximately \$1.7million. If there is any additional information that I did not provide in this e-mail or over the course of our phone conversation, please let me know and I'll do my best to provide it. Julian Dresang – Tempe City Staff
2. **3/9/2016** It was really nice having a vehicle turning lane to enter the shopping area where Frys, Paradise Bakery, and chase bank are located on McClintock between the canal and Guadeloupe on McClintock. Unfortunately I do pull into the bike Lane to turn into the shopping area several times a week as to not slow normal traffic on McClintock. The bike Lane is very large... Maybe there is a way to have a great turn Lane and still keep bikes safe. Kelly Bennett
3. **3/15/2016** I'm all for bike lanes, and maybe I'm just not used to the Tempe ones yet, but they are nerve-wracking! What is the deal when exiting the 60 south on Rural or McClintock and wanting to make a right turn? Do I make it from what used to be the center lane? Turning right into businesses is also a challenge. Could there be better markings? I think Chandler has "right turn yield to bikes" signs. Maybe that would help. There are so many stripes now, and when a car pulls into the right lane (over the bike lane marking) instead of waiting for a break in the stripe, and I'm in front of it waiting (properly) to turn right, there's a problem. I know it's hard to explain what the problem is, but it just seems like directions need to be added or something. Thanks, Maureen P. Kane
4. **3/16/2016** Dear Mayor Mitchell, I won't be able to attend the meeting but would like to voice my concerns: I was recently struck by a vehicle on my morning commute down Apache Blvd. in Tempe, just west of Terrace Rd. My bike was damaged and I broke my wrist. This area of my East-West commute from Apache and McClintock to S. 48<sup>th</sup> St. is pretty terrifying for a cyclist. Between the construction workers who aren't paying attention, the lanes closed or detoured into the bike lane, and eastbound drivers turning left across the westbound bike lane, there are plenty of areas for concern. The construction company that is working on the north side of Apache in between Rural and Terrace should be required to have proper police traffic direction during working hours. Motor vehicles stopping in bike lanes need to be enforced more vigilantly. I am also opposed to cyclists riding the wrong way from traffic and on sidewalks as I am aware of the added confusion this presents for motor vehicle drivers and this needs to be addressed with more public education and police enforcement as well. I come from Vancouver Canada, a

very bike friendly city, and it takes time to adapt, but I don't feel like you or the city are doing enough. Simply putting bike lanes around without thought to vehicle traffic or bicyclist safety is not the way to encourage people to adopt cycling as a form of transportation. I was excited to move to Tempe when I learned it was the most bike friendly city in Arizona. But I'm honestly frightened to ride on the road (as the majority of people I've spoken to feel). I look forward to hearing about the changes that you and the city council will be making to address our concerns. Sincerely, James Osborne

## **NEGATIVE**

1. **4/22/2015** Received your door hanger on the McClintock project today - thank you. The repaving is past due and welcomed. Obviously I should have commented some time ago, however I need to weigh in. I don't doubt traffic is down 22% but that doesn't prevent 3 lanes of traffic backing up for more than a block at traffic lights at rush hours. Two lanes is going to add to that situation and most likely add to air issues while idling waiting for the next light. Since I live a few blocks from McClintock I travel and walk the route regularly along with the canal path. The canal path is about 8' wide and simultaneously carries hoards of walkers, joggers and bikers (along with Tempe and SRP vehicles). I suspect there are more bikers in one day on the path than McClintock will carry in a month. McClintock currently has two of these paths which has a handful of daily users with the exception of students around McClintock High. What possibly is the logic of having 4 paths on a main artery? Two lanes of our crazy/distracted/texting drivers is not going to add any degree of safety to a cyclist (most of whom are smart enough to avoid the main arteries). John Grootveld
2. **4/23/2015** Good morning Julian - With regard to the McClintock Drive Bike Lanes/Repaving Project, I received a door hanger at my house yesterday. I have visited the Street Closures site listed on the hanger for more information; however, I could not find the McClintock Drive project. I have several questions and am hoping to see the plans and the traffic impact analysis that was performed for this project. As someone who lives adjacent to McClintock Drive and drives it almost every day since 2007, I can tell you firsthand that traffic has not decreased, it has actually gotten much worse on McClintock. Trying to exit from Carson Drive to head north on McClintock Drive in the morning is difficult due to the northbound McClintock Drive traffic stacking up in all lanes. With regard to the statement, "McClintock Drive between Broadway and Guadalupe Roads has seen traffic volumes, on average, decrease by a total of 22% since 2004", I would like to know when and where the traffic counts were taken and what was the study area for the analysis. Again, this is part of the request to see the traffic impact analysis because I'm still finding this statement hard to believe. Were actual bicycle counts taken on McClintock Drive as part of this study? Is there known information for how many bike trips are generated on this stretch of road per day? Thank you in advance for any information that you can provide. Thanks, Heather Swanson
3. **4/23/2015** Just spoke to Judy Hodges (at Hermosa and McClintock). She spoke to Julian earlier and is adamantly against the lane removals. She wasn't happy with his answers (sorry Julian!)

and wants to speak to Shelly and/or Mayor and Council. She'd like to see plans and doesn't believe any of the data that traffic volumes have decreased. - Judy Hodges

4. **5/6/2015** Dear Mayor and Tempe City Council, I have lived at McClintock and Baseline for 20 years. I travel McClintock every day multiple times a day. I can't even begin to tell you how horrible an idea it will be to take away a lane for cars and turn it into a bike lane. McClintock has such heavy traffic most times of the day, and rush hour is even worse. Why bottle neck so much traffic into two lanes? At the Fry's at McClintock and Baseline it is nearly impossible to make a right turn out of Fry's between 3 and 6 let alone a left hand turn. With two major freeways in such close proximity to McClintock, that creates such a huge demand on that road. I don't understand the move. I know it is your intention to be green and progressive. That is understandable. But at some point being progressive is being stupid. I think that is what this is. Traffic gets so backed up already that it can take one or two additional lights to make a light. Imagine that with 2 lanes and not 3. It gets 25% worse most likely. More cars will be sitting at light polluting the air, it will create longer commutes and alleviate very few problems while possibly increasing issues. I was informed of the meeting yesterday to discuss this after the fact it happened. From what I was told, the majority was for the move. Seemed like a lot of these are in the bike community. To cater to them is a poor move. Why cater to the minority on this issue? This isn't going to be used nearly as much as you think. Why not keep it 3 lanes? A majority of people use and need the third lane to keep their commute times reasonable. I'd expect some backlash from the community over this decision. Before signing off on this, I ask you to use some logic and think about this a little longer. Thank you, Marc Arroyo
5. **5/26/2015** To whom it may concern: I've heard some information about the upcoming bike lane on McClintock from Broadway to Guadalupe. There was mention of the drop in traffic on McClintock over the past 10 years, but what I don't understand is why a bike lane would not be put on Rural/Scottsdale rd. instead. A bike lane on Rural rd. from McKellips to Ray rd. should be the starting point and would get far more use than one on McClintock (How many students are enrolled in ASU). I would love to have bike lanes on every street, but that is a very long way off and might never happen. #1 reason why McClintock is a bad choice. SAFETY. Anytime there is a back up on the 101 the 1<sup>st</sup> place people go is McClintock to continue driving north or south. With less space for cars the amount of cars per lane will go way up. Rural is a safer option since its 2 miles from the 101 its traffic is not going to be as heavily influenced by the traffic volumes on the 101. As a cyclist one of the biggest gaps in the current system is a safe way to travel north/south to and from Scottsdale since the only moderately safe option is to cross the Salt River is on the Mill ave. bridge. If Rural rd. was reduced to accommodate bike lanes that would push the traffic back to McClintock were as already mentioned there is already loads of extra capacity. Tempe appears to be working as a single entity. Why not work together with other cities in the east valley (Chandler, Scottsdale, Cave Creek) to create 72 miles (36 miles each way on Rural/Scottsdale/Tom Darlington rds.) of continuous bike lanes. The next place to make an extended length bike lane would be from Idaho rd. and Apache Trail (Main, Apache, Mill, and Van Buren) to the west Van Buren and Cotton lane in the west valley. By the way I live at 4512 S. Kachina dr. (McClintock & US60) so I would benefit from the addition of the bike lane on McClintock, but really feel like Rural rd. is a FAR BETTER choice. Thanks for your time and have a nice day/weekend. Tim McKinstry

6. **6/7/2015** Dear Mayor Mitchell and Council Members: We just received the *Tempe Today* insert in our city bill; and we read the article about bike lanes on McClintock Drive. We never received one single special notice in the mail or one single door hanger about this project; yet on the "Character Areas" we were inundated with about five mailings about them, about meeting times, and even about a 'party' for them! This is a double standard by Tempe government to not inform us in the same way about this project. Not everyone in this town rides bikes, or can EVEN ride bikes! We need those traffic lanes on McClintock between Southern and Guadalupe, especially during rush hour! It will now be impossible to turn left into the Fry's at Baseline and McClintock Drive; and other traffic nightmares will occur because you all have these delusions that everyone is going to ride bicycles, and you are forcing these unnecessary bike lanes upon us! There are EIGHT FOOT WIDE SIDEWALKS all along that area of McClintock, which is plenty of room for pedestrians and cyclists to be happy together; but once again you are trying to fix what isn't broken! I encountered city worker and civil engineer Toby Crooks as he was setting barricades, and he promised me that he would get me in touch with the proper people to talk to about this, but he never did. The article also mentions a "20 percent drop in traffic volume" along McClintock, yet we have never seen one single counting box ever set up along McClintock Drive; so how was that figure calculated? Seeing such statistics would allow for a real analysis and debate on the issue. When cyclists start getting hit, killed, or injured along the new bike lanes, their blood will be on your hands. Yes, it will, because this was approved on your watch! It IS a well know fact that more accidents occur between cars and bicycles in bike paths along busy streets, instead of having those cyclists on the WIDE sidewalks, separated from car traffic! I personally know an ASU professor who was seriously injured by a vehicle while riding in a curbside bike lane! For the 37 years that we have lived in our, now called, "Optimist" area, all has been well; but now, your PC thinking prevails and creates something that never had to be, *nor ever should have been*, done! Sincerely, Tempe Taxpaying Citizens Steven and Cecile Rath
7. **6/11/2015** We got your newsletter re adding bike lanes to McClintock Drive and cutting down the driving lanes. I have not seen anything in the past where we could comment on the proposed changes. Instead, apparently it is going ahead without our thoughts. We live in the community to the west of McClintock between the Superstition and Baseline, and it is almost impossible to try to get out on McClintock from either Minton or Carson at the present time, so you are going to take away a lane to make it even more impossible to get out on McClintock to make either a right-hand or left-hand turn in or out through traffic that is backed up from Baseline to those streets going south. You are adding a bicycle lane which will probably never be used. We have nothing against bicycles but if you take a look at them, they go through stop lights, stop signs, cut across in the middle of the block, etc., etc. and nothing is done. Do you really think a bicycle lane is going to stop that? Of course not! There is very little bicycle traffic on McClintock as it is so why do we need to take away a lane to accommodate a few bicycles? It sounds like the City of Tempe was going to go through with these plans without the input of the citizens affected by it. On top of that, our street is restricted from Broadway to Guadalupe with lane closures, etc., etc., and if your people would take a look at the places where the lanes are temporarily restricted, you would see what is going to happen when you make it permanent in the next few months. We already have lane closures, cones, etc., etc. not knowing when they will be in place and when they won't be in place! I realize our comments will fall on deaf ears because you have already made up your minds and proceeded, but this is where we stand on your "improvements". I think this is the worst mistake that the City of Tempe has ever made.

We have been here since 1975 and seen the City of Tempe grow, but again, this is a terrible mistake. Joe and Ellen Ellis

8. **7/18/2015** I'm in the Hughes Acres area and wonder what is going on with Broadway and McClintock roads. Eliminating lanes on these roads is not a smart idea. There is so much vehicle traffic on them anyway that eliminating lanes will (and already is with the construction) make traffic that much worse. Please don't suggest that I take the bus or ride a bike to work in Phoenix. I work on McDowell and 56th Street and neither type of transit is feasible. I would if I could. Thanks, Sue Smith
9. **7/22/2015** Phone call to Tempe staff from 480-255-0509; left message regarding McClintock, believe to be negative in nature.
10. **7/22/2015** As a Tempe resident I think that the reduction of southbound lanes from 3 to 2 on McClintock Dr. is a step in the wrong direction. Losing this lane will create a rush hour bottle neck at approaching Apache that will result in increased emissions. Expanding the bike lane will benefit very few riders and inconvenience many times more. Joel Brom
11. **7/23/2015** After significant time and disruption the repaving of the McClintock route from Elliot to Baseline appears to be finished. As a Tempe resident who supports these highways via my property and gas taxes I would like to understand the logic involved in taking a heavily travelled highway and reducing the auto lanes in order to add bicycle lanes? How does this improve traffic congestion and safety? Appears to defy logic. Frank Pahlke
12. **7/27/2015** I am concerned about the recent paving upgrade to McClintock between Elliot and Southern. No warning of lane reduction from 3 to 2 lanes south of Bell De Mar. The new bike lanes are very confusing - related to right turn access from thru lane or bike lane, meaning of cross hatch? Lane reduction, bike lane, and right turn access are very dangerous on a 45 mph major road with significant commercial access - accident waiting to happen. Please explain. Richard Johnson
13. **7/27/2015** I want to know who voted to create a major traffic jam for mcclintock, broadway rd Almost was killed today at US60 ramp turning south onto mcclintock striping pushes tou into the new too big bike lane. My gas tax pays for rds. Will there be a bike tax? 12 cars in left turn lane at 11 am! Too much traffic. I want my lanes back! It is going to be a mess when school starts. So please send me who approved this so i can get the word out in my neighborhood. We are all frustrated with this mess. Dory Pemberton
14. **8/3/0215** Hi Shelly, I have been a homeowner in the are of Southern/McClintock for25 years and the traffic situation has become terrible since the lanes were reduced from 6 to 4 Lanes. I have a business and I travel that area frequently and it has become difficult to visit businesses in that area during times of heavier traffic (extremely difficult to exit businesses near corners). I am a avid bicyclist but the addition of bike lanes on a street where speeds approach 50mph+ has no

appeal at all. I rarely if ever feel compelled to complain to the city about anything but I feel the design in this situation was not well thought out and will be a real inconvenience now and in the future for residents in this area. Sincerely, George Roberts

15. **8/4/2015** Hello, Recently, the north bound S McClintock road between E Bell De mar and Guadalupe Rd had been narrowed to what appears to add a wider bike lane. There aren't any signs warning drivers of the merge especially approaching the cross walk, with the flashing lights, by the canal. The morning commute has become more congested leading up to that merge. The bike lane almost appears to be a turning lane for E Bell De Mar as it is wide enough for a vehicle. However, it has new white striped lines with hash marks in between. Is that a bike lane only or also a turning lane Regards, Mark Lewandowski
16. **8/5/2015** McClintock Rd. : road reduced from 3 lanes to 2 north and/or south bound, maybe for safety or a bike lane. Southern to canal. It now has caused a daily morning 1/2-3/4 mi back-up just as on Rural. There were no issues in past that driver's could see. Request reassessment to help traffic flow out of Chandler & Tempe. Andy Passmonick
17. **8/5/2015** In response to Harvey's question to Don Bessler at the Chamber meeting today regarding McClintock Drive and the increased congestion due to the lane removal, Transportation staff are currently evaluating the traffic flow patterns and after ASU has begun, the signal timing will be adjusted accordingly. It is standard that we would wait until traffic patterns stabilize, which typically would occur about two weeks after ASU starts as we wouldn't want to modify the signal timing prematurely. While traffic volumes did decrease 22% since 2004, staff did not anticipate that the loss of those vehicles would alleviate all congestion along McClintock Drive. We do recognize that with new significant changes to a roadway there may be some adjustments to how users of the street operate. We will continue to review operations over time and make adjustments to ensure the roadway is operating safely and is understood by motorists. Thank you. Sue Taaffe – Tempe City Staff
18. **8/5/2015** To Sir or Madam. I have been a Tempe resident for 4 years, the entire time located at McClintock & Baseline. Recently, there has been a high amount of construction along McClintock between Elliott and Southern, and in this process lanes were removed. As I'm sure you're aware of your city, this area gets pretty busy around rush hour, and I can say that now, with the removal of lanes, it is emphatically worse! Also, taking the double left turn lanes down to one has made it impossible to make a left turn at this intersection in one light cycle, at all times of day, including weekends. While there has always been traffic in this area, I've never had a problem getting through quickly before this renovation. From what I understand, one of the goals of this operation is to encourage commuters to either take an alternative route, or to find alternate means of transportation altogether. I have read both sides of the argument, but I can't believe that removing lanes is a viable solution. And in a city that is extremely hot 6-8 months out of the year, foot traffic and bicyclists are at a minimum, and will always be. I typically see one bicyclist a week around this area. This area is too far away from businesses for you to realistically believe that it will garner enough bicyclists to warrant a bike lane the size of a bus! Along with Tempe residents affecting this flow, commuters must travel through Tempe to get to their work if they want an alternate route to the freeways here, which never move. With all of the growth to the South and East of Tempe, the flow through Tempe is only going to increase. Taking away lanes and routes from these commuters is not a responsible method of approach. There is so much

traffic moving North on McClintock in the morning that I have to wait for the half-mile light to turn red to make my right turn onto McClintock. Are we to believe that public transit is the viable alternative? That system is not set up to handle higher volume and move people in a timely fashion. It seems right now that every street I turn onto in Tempe has construction projects that have a long life cycle and involve closing lanes. Is this in your control? Wouldn't it be better for your residents if you pooled the construction resources onto one project at a time, 24-7 until it is complete, and then move to another? This way, less projects are active at once, with no increase in completion time frames. At least, can construction occur during off hours, weekends, and nights? Nights would be safer for the workers anyways with this summer heat. I live 4 miles from my work, it should not take me 20-25 minutes to drive there. Biking or riding the bus will be longer, so what other option do I have but driving? 2 weeks ago, McClintock was down to a single lane at 7:00 am for painting lines. At 7:00 am! There were 6-7 cars making it through one light cycle at the most. Why is construction that involves closing lanes happening during rush hour on a Monday? This did not need to happen then, and could have affected thousands of drivers at once. In your models and simulations used, have you determined that there is a high amount of residents in need of more public transportation and less lanes for automobiles? The lights are timed so poorly in this city that I can get caught at a quarter-mile light, a half-mile light, the next quarter-mile light, and find I get stuck at the very next light! This happens to me driving south on Priest between Broadway and Southern on a regular basis. Is the goal of the city to make driving so frustrating and long that we give up? I don't want to continue to complain without offering up a solution though. Have you thought about increasing the time that lights are green? If you double the time a light is green, this will give more cars the opportunity to get up to speed, which will more than double the amount of cars getting through the lights. I'm sure you have been responsible enough to research other options as well, but I encourage you to come down to my corner at McClintock & Baseline and see the effects for yourself. You will see plenty of traffic, sitting at lights no matter when you come, and you will not see anyone on bicycles. And I would've come to the city meetings when this was being discussed, but we have received no notices thus far. Thank you. James Vomlehn

19. **8/18/2015** Reduction of lanes in Tempe was a terrible idea!!! It's horrible and ASU hasn't even started this semester yet!!! Tempe is one giant traffic jam!!! It's going to cost me more than an extra hour of my day, every work day!!! I'm a single mom, I don't have extra time to sit in traffic jams. Donna Aguilar
20. **9/8/2015** Traffic is a horrible and dangerous mess with the "bike lanes". Why put them on this heavily used section? I'm appalled that anyone would find information that says they are needed. I have yet to see a bicyclist in any of the lanes but I have see them riding in the turn lanes because it is safer there. I think someone got some bad research or lack thereof. Also a huge motor home was trying to make a left hand turn into McDonald's and took up all the driving lanes. Traffic stopped. Martha Campbell
21. **9/10/2015** NO VOTE on new street lane lines. I live off of Fremont & McClintock which is now too busy, & I think Ive seen 1 bike on McClintock since you messed up the traffic flow. Too many cars, now with only Buffer zone as large as bike lane. Car lanes too crowded You have used 2

equivalent lanes for bicycles. Difficult to merge onto McClintock from side streets. you've killed the ant with an elephant gun. Please give back our car lanes back. Susan Duckworth

22. **9/11/2015** To whom it may concern regarding the new bike paths: My husband and I are in favor of the new bike use on McClintock Drive. Unfortunately we have witnessed small vehicles using these lanes as their private transportation and this is dangerous. There have been no motor cycle presence by the Police to view the drivers. These people do not realize the danger or they believe a small car has the right to use these lanes to pass drivers on the two lanes created on McClintock drive by the City of Tempe. The city of Tempe has created a dangerous situation and need to alert the Police to watch and begin citing idiots who believe or do not know these lanes are for bike riders. Take your choice; a fatal accident or the creation of bike lanes for the public's amusement. Mr. Mrs. Scott Devin
23. **9/11/2015** Dear webmaster, I know this is not your area of expertise, but please tell me to whom I should direct the following complaint: Tempe or Adot has ruined MCclintock Drive starting at the canal and continuing all the way north to Baseline. In the name of bike safety they have caused an immense traffic safety issue. The bike lane is now 15 feet wide and traffic only has 2 lanes. What a miscalculation! Direct me to the correct department or if not at Tempe, where at Adot? Carolyn Wagstaff
24. **9/13/2015** This was the worst project ever. The city of Tempe needs to stop doing projects that are politically correct and feel good and do what is good for the community. The added bike lanes actually increases traffic and congestion along McClintock during rush hour which has a larger impact that the added bike lanes do in reducing traffic. Lets face the fact, Maricopa county is spread out and bike lanes do little to fix this problem. Stop spending the tax payer money foolishly. The true tax payers do not have the time to attend these public hearings. You public workers have to remember who you work for and spend our money wisely. Fred Johnson
25. **9/15/2015** Dear Honorable Mayor Mltchell, I'm amazed how the wonderful City of Tempe can be so dumb with the recent redo of McClintock Drive and the reduction of lanes to two in the highest traffic areas. Dumb, dumb! What are you people thinking? Certainly not of us. I've spent the past few mornings stuck in traffic that before the McClintock Drive redo, was not a problem at all. Now, it is a nightmare, northbound in the mornings and southbound in the afternoon. While I sat in traffic between the 60 and Baseline, backed up a mile or more, I failed to see ANY bicycles in either direction, buses riding the bike lane and cars in the bike lane to avoid the mess. It is a mess if not unsafe. So, the city took away a lane in each direction for what? While hundreds, if not thousand or more, cars sit jammed for a long way, we wait for the one or two bicycles to come along? Stupid, stupid! This is the dumbest, most inefficient use of my tax dollars that I've ever seen. It fails any and all rational thinking. Who ever approved this decision needs to find employment elsewhere and the City needs to reinstall the third lanes. Please reconsider and return McClintock Drive to efficient traffic flow. Thanks in advance. From a unhappy tax payer and voter. Best regards, Chuck Degard
26. **9/17/2015** Hello, A resident called who lives in the neighborhood off McClintock Rd affected by the lane reduction. Due to increased traffic, residents seem to be having a difficult time entering



McClintock from Fremont and Ellis streets. The request is to review adding a stop light at Fremont. Parrish Spisz – City of Tempe Employee

27. **9/21/2015** Hello I am a resident at Birch Street in the Park Rivera South Community. This project is a disaster. We don't see many bike riders and the traffic now is a MESS! I cannot even get out of my community to go North on McClintock now most times, to make a left toward the freeway. I have to re-route toward Rural and get on the freeway there now. What a disappointment! Several of my neighbors are also disappointed. Traffic WAS moving fine. I could at least get into the center lane to merge over toward North. Now more accidents are waiting to happen.(as if there weren't enough accidents in this area previously). McClintock is also a flow through road from the 202 heading south, because the 101 freeway jams all the time at rush hour. What were you thinking?... Or rather not thinking.... I think I have seen 5 bike riders since this has been completed. What a joke! What a total waste of money and inconvenience! Mary Niebroski
28. **9/23/2015** Hi, I apologize for this email being more disappointment than praise. I'm writing to express my frustration with the City's change to McClintock drive over the summer. While the reduction from 3 lanes to 2 lanes may promote alternative travel via cycling, I feel as a citizen of Tempe that my needs have been placed aside in favor of the temporary residents of ASU. Since ASU students have returned to class, my commute has ballooned. Traffic backs up during the 7am travel hour and i often times find myself in stop and go traffic south of the canal on NB McClintock. I have spent a year now taking my son to daycare at Ray/McClintock (from Baseline/McClintock). My commute for most of this time has taken about 30 mins to travel from Ray/McClintock to Washington/Priest. However, since the end of August, my commute has been at least 50 minutes and on two occasions has been more than one hour 10 mins. I believe that Tempe's changes on McClintock have resulted in increased aggression on the road and feel as if this is contributing to the problems with travel time. I recognize that several things contribute to the traffic congestion, including traffic deferred from the freeway system due to the red mountain freeway work diverting folks to the 60. Recent emergency work on Rural near southern has further exacerbated the problem (although I have yet to see a need for Tempe Utilities to require two lanes of traffic). As a tempe resident who loves south of the 60, it's extremely discouraging to continue to feel like a tax contributor to the city coffers, while the city continues to provide policy and services that utilize my tax dollars in waits I will never benefit from. The McClintock work feels like another way the city has worked - not only to support ASU - but against me and my fellow South Tempeans. Disappointed and frustrated, Bobby Olsen
29. **9/24/2015** Hello, I am a resident of Tempe who lives right by McClintock High School. I was trying to give the new bike lanes on McClintock a chance, to see if they would benefit my community. I have concluded they are a poorly thought out failure. Hardly any people are using the lanes compared to the AWFUL traffic backups it has caused. Taking away a lane now has cars backed up in the southbound lanes past Apache, down to University Drive!! That is unacceptable. I am getting stuck in traffic every day at rush hour. Idling cars, noise, carbon emissions now complement my neighborhood. This was not well thought out. There's not even a way around that mess. The only sensible thing is to move the bike lane over to Dorsey or another street that doesn't already have a high amount of cars. Why wasn't this simple solution considered? JJ Jeremiah

30. **10/6/2015** It look to me like you made it safer for 1% on the people so the other 99% can be in a traffic jam going and coming home from work. If you wanted to make it safer for the 1 percent who ride bikes, they should be on the canal, or side streets, or ride on the sidewalks that are not being used. Tempe resident. Jim Brett
31. **10/8/ 2015** Around 5:45 p.m. Traffic is backing up to College, instead of Sierra Vista . Another 1/3 of a mile. The time takes an extra 5-10 minutes to get home through Tempe. It may not sound like a lot of time, but it adds up every day. The traffic is sitting still at the traffic light at Rural and Broadway. Prior to the construction, it was 3-4 cycles of light to get from Sierra Vista to Rural. Now It's 6-8 cycles of light from Rural to Broadway. Cars are putting out pollutants while idling. It's ironic that it's supposed to have a traffic calming, to slow traffic down. when it is funding from congestion mitigation air quality improvement. The Program called CMAQ, federal program gives \$ to slow traffic. City of Tempe Get \$ for putting in bike lanes. Traffic going out of town is ok due to no changes. However, since the bike lanes have been put in at McClintock, traffic coming southbound for evening rush hour is backed up from University up to rural. It takes an extra 15 minutes to get home near that intersection. What can be done to mitigate these traffic problems? Krista LaFever
32. **10/10/2015** Mr. Ray Byke's letter to the Editor published in the October 10, 2015 edition of the Tempe-Ahwatukee section of the Arizona Republic addressed red light runners in Tempe. Mr. Byke is spot-on. Traveling the arterials in Tempe on a daily basis, the incidents of running red lights is becoming more prevalent. I have notice many more dangerous violations in the past two months, especially since the changes in lane configuration on McClintock. It seems that drivers possibly frustrated by the long waits, sometimes as long as three light cycles to pass a major intersection, is causing some to take the risk of running a red light. The City of Tempe needs to address traffic volumes, signal cycle timing, and traffic violations soon. Steve Bauer
33. **10/13/2015** Put us down as absolutely against the bike lanes as installed on McClintock. There is little bike traffic on this street and now there is congested traffic.. Why not build them closer to the University where there ARE bikes. These lanes are nice to get plaques on politicians walls, but our council is supposed to be for the majority of the citizens. A much better solution would be to narrow the sidewalk and give the few bikes present an elevated view. Only time the sidewalks seem to be crowded is when someone on a bike is using it Fred+Joanie Boger
34. **10/14/2015** Dear Mayor Mitchell and Council Members. I returned to Tempe after travelling this summer to find McClintock Road completely (how can I say this politely? I can't) screwed up. Whose idea was it to inconvenience 30,000 (or more) motorists each day for 12-15 bicyclists? That person or persons needs to have their heads examined!!! I would like to see the third driving lanes returned to this road -- now! to make the commute up and down this major arterial easier for the people who HAVE TO DRIVE to and from work each day a little less hectic! I would also appreciate a response from you on this . . .Sincerely, Judy Summers PS - Remember for each letter that you receive on this topic, there are at least another 200 + people out here that feel the same way but won't take time to write. - Sincerely, Judy Summers

35. **10/16/2015** The residents along McClintock south of the freeway appreciate the new streetscape and pavement. We do not appreciate the buffered bike lanes since they have eliminated essential acceleration and deceleration lanes which provided safe access to shopping and the freeway. The increased congestion and delays are not acceptable and have added to accident frequency. Reminding us to stay out of the buffered bike lanes further adds to the confusion. There are not access points to all entryways from Warner to Southern and the deceleration and entry to the freeway is so short that it creates unsafe access to the freeway without slowing almost to a stop to hit the entryway. Adding plastic candlesticks will only further add to the congestion and confusion. It has taken me 20 minutes to travel from Guadalupe to Southern. I have seen the traffic backed up all the way to Ray from the freeway and red light runners at Elliot and Warner. The percentage of people commuting by bicycle to their jobs and appointments in Phoenix, Mesa and Scottsdale is extremely small. Two bicycles past me in my 20 minute experience. I don't remember buffered bike lanes being a discussion topic or a result in our Character Area Study. Please join us someday on a commute from Ray to Southern at 7:30AM. Sincerely, Mike Cryer
36. **10/19/2015** Phone call regarding McClintock Drive bike lanes being a delusional idea by City Council. Chuck
37. **10/27/2015** Since the reconfiguration of McClintock Drive I have seen at least FIVE bicycles using the new bicycle lanes. I drive McClintock Drive at least 5 times a week. It is very dangerous to make a left turn onto McClintock Drive from any of side street. Are you waiting for an accident that takes lives before doing anything to correct this blunder? While I'm at it..what is with the traffic light changes? When you drive from city to city it seems like each city has its own idea of what is best. How about ALL the cities get together and make the traffic lights universal! With our winter visitors coming in shortly that could really be confusing and causing more traffic problems. Come on ..can't we all work together on this? A concerned driver, Dean Lundholm
38. **10/28/2015** I am strongly opposed to these bike lanes and more traffic signals at property owner taxpayer's backs. I am opposed to all the "green" landscape medians Tempe councilmembers approved. We are in a drought people....stop the medians that cost money for water and maintenance especially palm trees. Until bicyclists start paying a tax for bike lanes, cancel all of this waste of my money. It would serve a better purpose to ADD MORE LANES - NOT TAKE AWAY...You have created a major traffic congestion. dorene pemberton
39. **10/30/2015** I live at McClintock and Southern. I am curious to know if the individuals that made the decision to narrow McClintock from 3 lanes to 2 lanes actually live near this intersection. Traffic is terrible now from Apache to Guadalupe on a daily basis. Also the left turn arrows being switched to left lagging at alternating times seems ridiculous. Now turning left from Southern to McClintock, heading South, is timed ridiculously. On average if you are the 3rd car back in the turn lane. The light is turning red before you are thru the intersection. Because people don't know when the arrow is coming and it takes traffic twice as long to even get moving. Where is the logic in that. Putting up candlesticks along McClintock will look ridiculous. How many people really bike on such a major road? Why don't you reconsider your decision and stripe it back to 3 lanes. Now everyone sits longer in traffic, which causes more pollution. Linda Clauss
40. **11/14/2015** I have some feedback/requests related to the recently added McClintock bike lanes. Please adjust speed limits and traffic signals or look at other options to address the heavy flow

of traffic between Alameda and Baseline. Pulling in or out of Sands East Three neighborhood is very difficult during peak traffic even turning right to head north is challenging. It is also very challenging to turn left from center lane to re-enter my neighborhood. During peak times traffic backs up from Alameda all the way to US60 & Baseline to Southern. Please arrange for routine street sweeping of the bike lanes. If it is already scheduled it's not often enough. Although northbound is not quite as wide as southbound please revisit the option of re-striping the road to allow a bike lane from Broadway to Apache. Regardless please grind down the Concrete to Asphalt section just north of the train bridge. Thanks, Tim McKinstry

41. **11/16/2015** I'm on the phone with this same woman and she is basically saying the conditions and her complaints are the same... She had a couple of additional questions-What about the bus turnouts? Are they a part of the striping? Have we looked and seen if this has increased congestion on Rural Road? If she makes an official complaint, then would we do a test of the neighborhood? She lives just north of the 60 off of Hermosa. Was there a bike count on McClintock before these bike lanes were put in? We doing our own bike count after? Elizabeth Higgins – Chief of Staff
42. **11/18/2015** I received a very angry call from a Mr. Lee Schapiro who lives in the Lakes who wanted me to pass along his thoughts to you. Mr. Schapiro is very frustrated with the bike lanes on McClintock. He stated that he did not like the new candlesticks that are being put in and said that the bike lanes are largely unused. He believes the utility of McClintock Road has been ruined, it used to be a great arterial and now it terrible during rush hour. He also has very big concerns about the congestion and the ecologically issues that these changes have caused. He believes that the city should put bike lanes where they will be used and not where they won't. I asked him if he would like to leave a phone number where he could be reached but he refused. Elizabeth Higgins – Chief of Staff
43. **11/20/2015** To whomever it concerns, I am responding to a flyer which I received today about the installation of candle sticks on McClintock Drive to separate the new bicycle lanes from traffic. I am a resident of the neighborhood near Broadway Road and McClintock and wanted to let you know that I adamantly disagree with the bicycle lanes. Since their installation my drive time home on McClintock has doubled. I do not support spending any more money on the waste of roadway that is now a bicycle lane. The money instead should be spent to correct the mistake you made by painting the bicycle lanes and changing them back to vehicle traffic lanes. Thanks for your time. Joe
44. **11/20/2015** Dear Sir? Madam: When I register my vehicle I pay a tax. Do bikers pay for the use of the road? You have already inconvenienced me by taking away auto space and the cost of painting the road. Now you want to spend more of my tax money to install candlesticks. The majority of bikers are ASU students and they don't pay for the repairs of our roads. Dominick
45. **11/21/2015** Mayor and council members, Installing candlesticks along McClintock is a terrible idea for the following reasons: The bike lanes should never have been put there in the first place. Since the bike lanes were installed between the canal and Broadway, I have only seen 1 person riding a bike; and she was heading south of Guadalupe ON THE SIDEWALK ON THE EAST SIDE OF MCCLINTOCK (in front of Starbucks and Chase Bank). The percentage of bikers using N-S McClintock Drive is so minimal compared to the number of automobile drivers; that it does not

warrant adding bike lanes and candlesticks which cause drivers to be stuck in traffic through 3 red lights because of the removal of one traffic lane. Throwing more money at a bad idea, with an even worse idea is a typical response by our incompetent politicians; and seems to be the same for our city council members! The candlesticks will cause more traffic jams during rush hour, will cause more damage (dents and scrapes to automobiles), and shouldn't even be put there when there are practically NO cyclists using these bike lanes. (possibly 1-2 since repaving) By adding candlesticks, what problems, traffic jams and accidents will be created when the buses are trying to pull over to the bus stops? I have already seen numerous "near misses" when a bus is heading S at the intersection of Guadalupe and McClintock. The bus is allowed to pull into the bike lane N of Guadalupe (by Einstein's and Pet Club), so when it continues S through the intersection to the bus stop in front of Walgreens, and if someone in the traffic lane is heading through the intersection and wants to immediately turn right into the entrance to Walgreens, there is a potential problem depending on whether or not the bus needs to stop or continues southbound. Also, adding a driver needing to turn right onto Guadalupe at this same intersection (by Einstein's and Pet Club) and/or a pedestrian crossing the street, creates more potential for something to go wrong. Now you also want to add candlesticks to this mess WHILE THERE IS NO CYCLIST IN SIGHT, AND HASN'T BEEN FOR WEEKS OR MONTHS! Has anyone even thought of all the negative consequences that may result from adding candlesticks? Again, a typical response by our incompetent politicians (and council)! They have a "knee jerk" reaction, they spend more money without thinking thoroughly through the negative impacts, and they make the situation much worse. Just listen to the "will of the people", admit your mistake, and put the money into repaving the street with 3 traffic lanes and NO bike lanes! Get a clue! The vast majority of commuters ARE NOT choosing alternative modes of travel. THEY ARE TOO DEPENDENT ON THEIR AUTOMOBILES for the following reasons: 1) Their work locations are too far away to ride a bike, or in a different direction than the light rail travels 2) They are too busy with working 50-60 hour work weeks and family time; so they want the fastest, most efficient means of travel, and that is their own vehicle, NOT BY BIKE OR PUBLIC TRANSPORTATION 3) They need the flexibility of being able to pick their kids up from school, to take them to practice or events, and to run errands or get groceries on the way home. 4) They do NOT want to bike, or stand at a bus stop, in the rain or 100 degree weather. The city should be accommodating the needs of the majority of residents; NOT catering to such a small percentage of bike riders. Was there Federal Funding that you felt the need to spend on this project? Our federal government is billions of \$ in debt, most citizens are struggling to make ends meet, and our states and cities should not be wasting Tax Payers hard earned money on unnecessary projects that cost \$1,704,547 to add bike lanes and then more \$ to add candlesticks. Many of our neighbors are wondering "out loud" who is getting kickbacks or favors from this project, or who is related to someone at Nesbitt Contracting Co. Inc.? Many residents are frustrated and fed-up with our Tempe City council because of numerous wasteful projects (Mill Ave streetcar that will cause traffic jams, cost over \$175 million, and will have a low percentage of the population as riders. Zen gardens that are unnecessary. Stroud Park rock monstrosity that no one uses and is a safety issue. Walking bridges over freeways that no one has ever seen a pedestrian or biker on). I, along with many others, have voiced disapproval and have vowed to vote out all incumbents, no matter who is running against them, and no matter what position/office they are running for. I will definitely be at the polls voting for your opponent, so DON'T COUNT ON MY VOTE. Don't bother sending me a "canned statement" in response to this email; I only want a direct personal response to this situation, and what you plan to do. Diana Eberts

46. **11/21/2015** Please quit wasting money and making traffic worse. Ever since you reduced vehicle lanes by one, there is a traffic jam every weekday evening. I think I have seen a total of 15 bicycles using the new bicycle lane. The idea of putting candlesticks up is a further waste of money. The money would be much better spent on our schools or adding places for the buses to get out of a lane of traffic when they stop at bus stops. Larry Pickert
47. **11/21/2015** I am a life long resident of Tempe and am 55 years old. I have seen the utterly moronic decisions your traffic department has made over the years; from adding traffic lights three and four within a one mile stretch of road to changing the left turn signals so that some are lagging lefts and others are not. But nothing compares to the monumentally stupid decision to remove a south bound lane from McClintock to add a virtually unused bike lane. Most of the few bikes on the road have, and continue to, use the large wide sidewalks adjacent to McClintock which makes sense given there are even less pedestrians than bikes. I would like to know the identity of the idiot who made that ultimate decision and invite him to try and drive McClintock during rush hour. What was once a very quick commute now lasts seemingly for ever as the traffic backs up from the I-60 to almost the Southern intersection. Unbelievably stupid decision. I'd ask for the City Council to step in, but their slavish delusional devotion to political correctness probably put them in the same mind frame; cars bad, bikes good. Well idiots, look at the pollution you have created by idling thousands of cars each and every day as they wait for multiple light cycles to occur, all the while sitting next to an unused bike lane. Gary Bevilacqua
48. **11/21/2015** Let me first say that I understand that Tempe is a College Town and that your plan is to make it bike friendly, and I understand having the areas around ASU designed to encourage more bikes and less vehicles. Now back to McClintock Drive...far from ASU. Your statistics of a 22% drop in traffic being the basis for turning three lanes of traffic to two lanes between Southern and Baseline lacks one new percent figure (time). What happened to the flow of traffic when the same amount of traffic must travel in two lanes rather than the previous three lanes? As a resident of McClintock Manor (a neighborhood east of McClintock running from Southern to US 60) I have noted since the removal of two lanes there is more traffic. I first noted that the wait time at the traffic signals is longer. But this is progress associated with the new bike lanes. I understand you are adding candlesticks to further protect the few bicyclists that use those lanes and maybe after that there will be a major jump in bike usage. My observation does not have a specific percentage but there is now a much longer wait to catch an opportunity to safely enter McClintock Dr from La Jolla Dr (the only west exit from the subdivision). The traffic flow is not as smooth as previously. Vehicles that previously made a turn from the right hand lane (new bike lane) must now turn from the previous center lane which causes traffic to now stop/slow to allow that turn to be made. I know my statement that there is more traffic is a wrong term but as an example, if the traffic flow of 100 cars previously would allow a safe opportunity to turn onto McClintock every two minutes then the concentration of the same 100 cars now in two lanes should increase it closer to three minutes. But then new traffic starts. However, there are times midday and at night that traffic is light and not an issue. And, with the adding of the candlesticks are you going to allow the landscape maintenance vehicles to drive over the candlesticks so allow their vehicle/equipment to park in the bike lane, as they do now. Also, do not forget to leave an opening for the buses that stop in the bike lanes to pick up passengers. Which may require the bicyclist to then drive in the traffic lanes? Remember, with you 22% drop in traffic over 10 Years, still leaves 78% still needing to drive on McClintock. Just Saying. Roger

49. **11/22/2015** We have lived here over 20 years and have always been proud of our town and our government for making good decisions for it's residents..until now. You installed bike lanes without ANY feedback from the residents, and I clearly question the data you state to back up your decision. Not only have you created a cluster of traffic jams from 7-9am and 4-7pm, we have noticed accidents have increased. It is clear nobody who made this decision is driving in this mess, which has increased my commute by one hour a day, and not a bike is to be seen using the lanes...EVER. It's also a given the traffic light engineers are not paying attention as with a reduction in lanes you have to get more cars through on a green light, instead it's half, driving the lines waiting even longer, and drivers more and more frustrated and angry. I'm disgusted at the way this was done without any input from the Tempe citizens, especially in the communities impacted most, and the flyer you sent out was a JOKE. This is FAR from what any of your constituents would call a success. SRP was required to get our input when it wanted to put more power lines along McClintock, but not our own government. You have negatively impacted tens of thousands of drivers in our community for a bike lane that serves less than 100, does that make sense? I would ask that you take a morning or evening rush hour drive on what used to be a good surface street and see what a mess you have made. Laura Olvey John and Laura Olvey
- Part 2:** Sue, I appreciate your response, but will agree to disagree. You cannot force people out of their cars or chosen method of transportation, and it makes no sense to provide WIDER bike lanes and remove a full car lane when we already had bike lanes for the majority of that section of McClintock in place. I would like to understand how you are communicating to the residents of Tempe as to when and where these meetings are being held, as I received nothing to notify me of any public input for this project, as I would certainly have attended along with multiple residents in our area that are significantly frustrated and upset by your actions. I would recommend the entire Public Works staff monitor the mess that's been made, sit at the corner of Bell Del Mar and McClintock at 7:30am and see how the cars back up as the lanes go from 3 to 2, and sit through 3-4 lights to get through the intersection of Guadalupe and McClintock. In addition, drive South from Rio de Salado at 5:30-6:00 and watch as the traffic backs up due to the lane change at Apache all the way back to University. Again, it takes about 20 minutes just to get South through that area. What you missed in your investigation is the fact that there are no bicycles using the lanes, they are sitting vacant, and now I understand you are going to put posts up? What a horrific sight for us to see, an eye sore to be sure! If we have to live with this it should be pleasing to the eye, and that will just be UGLY. One last item – when the new lanes were striped you are forcing us to break the law as they painted solid white stripes across every store entry way and driveway, which means you cannot legally turn off the road into those areas. I recommend you take a look at that right away, in addition to having the engineers make the needed adjustments to the green light durations to at least get our traffic moving again. Thank you for the opportunity to provide this feedback, and I appreciate any assistance you can provide to make our commutes at least livable again. Laura Olvey
50. **11/22/2015** City of Tempe sent a post card about McClintoc Drive Improvements. The statement about traffic volumes being down 20% in the last 10 years is true and at the same time a lie. The only time that traffic volumes should be counted is between 6:30 AM and 9:00 AM and again at evening rush hour. That traffic has increased in the last 10 years. True we no longer use McClintoc to go to Chandler Phx, or Scottsdale but that is done at non peak hours. So the 20% decrease has nothing to do with the increased traffic congestion cause by the decrease of lanes at peak times. Don't use a macro number to increase a micro problem. In Economics it is called the fallacy of composition. Clifford Standlee

51. **11/23/2015** Traffic on McClintock Drive is now atrocious! Southbound traffic is often backed up from Baseline Road to north of the US-60! I do not feel the project was worth the cost to the taxpayers and the extreme delays for drivers in exchange for the VERY FEW and minimal number of bikers who use the lanes. Please do something to alleviate this issue. Pamelyn Williams
52. **11/23/2015** After days of monitoring both bicycle traffic and vehicle traffic, I, and others in my neighborhood who live next to McClintock from the freeway south to Baseline, realize Tempe city government has not vetted out the total / long range impacts of eliminating a lane of traffic for a minimal used bike lane. The 10-12 cyclists per morning / evening I've noticed and talked to, 50% still use the sidewalk as they feel safer, and traffic back ups have now significantly increased both north and southbound during peak rush hour traffic. There has been several close calls for accidents and the back-up now affects US 60 ramp traffic. To me, the safety of both the bicycle traffic and motorists was not significant consideration when the 3rd lanes were eliminated. Why isn't the city of Tempe promoting College Ave as the main bicycle route through Tempe? I have deja-vu on this like when Tempe refused to participate on the US 60 widening project. Tempe did eventually see the light and go with Mesa and Phoenix and widen the US 60 eliminating the traffic bottle neck, and at a cost 5x more than if the whole thing was done as a complete package. I would recommend in depth evaluation be done to see if keeping the bike lane is a viable entity or if the safety of all, and smooth traffic flow is more important. Ed
53. **11/23/2015** I don't know why you folks think that eliminating traffic lanes on McClintock and putting in bike lanes was any kind of solution. The gridlock during rush hours is deplorable. I live in that area and have yet to see even one biker on the bike lanes at any time of day. Yes, more people are using freeways and alternate transportation, but drivers still need to be able to access those modes in a timely fashion. You say the auto traffic on McClintock has decreased by 20% over ten years? Then why take the remaining 80% and cram them onto 67% of roadway? This makes no sense. There wouldn't be a need for eyesore candlesticks if you had left the lanes alone. Dinah
54. **11/23/2015** I DO NOT KNOW WHERE YOU GOT YOUR INFORMATION ABOUT MCCLINTOCK DRIVE BUT I HAVE LIVED BETWEEN RURAL AND MCCLINTOCK SINCE 1970 AND THE TRAFIC ON MCKLINTOCK DRIVE HAS INCREASED EVERY YEAR. THAT IS WHY THEY MADE IT 3 LANES WIDE BETWEEN GUADALUPE AND APACHE BLVD. WHICH ELEVATED SOME PROBLEMS WITH CARS. IN THAT 45 YEARS I HAVE PROBALLY SEEN A GRAND TOTAL OF SOME 200 BYCYCLES ON MCKINTOCK. MY POINT IS WHY DID YOU TAKE A TRAFFIC LANE AWAY FOR SO VERY FEW BYCYCLES. AT THE PRESENT TIME AUTOS FROM THE SIDE STREETS HAVE A HARD TIME GETTING ONTO MCKLINTOCK AND THERE IS NOT A STOP LIGHT AT CARSON. AUTOS GET UP TO TOP SPEED BEFORE GETTING TO CARSON AND IT IS VERY DANGEROUS TO COME ONTO THE MAIN DRAG FROM ANY SIDE STREET. YOU SHOULD HAVE ASK THE RESIDENTS THAT USE MCKLINTOCK BEFORE YOU DID WHAT YOU DID. THE TRAFFIC ON MCKLINTOCK IS TERRIBLE AND WORSE THAT IT HAS EVER BEEN. THEY ALREADY HAVE HAD NUMERIOUS WRECKS AT CARSON AND A LOT OF VERY CLOSWE CALLS--I UNDERSTAND THAT THERE HAS BEEN PEOPLE KILLED AT THAT INTERSECTION. PLEASE GO BACK TO 3 LANES EACH WAY AND PUT A STOP LIGHT IN AT CARSONA AND MCKLINTOCK JON..... JONNY GREER
55. **11/29/2015** I think this was a bad decision. OK, vehicle traffic has decreased. But bike traffic has not increased. You rarely see a biker on McClintock. There are large accessible sidewalks to ride



on which is exactly what I would do if I was on a bike. That would be safer than the street. The work had already been done to go to 3 lanes, there was no benefit to cut down to 2 lanes. People are very confused by the bike lanes. I'm afraid of being rear-ended because people don't realize there is no lane or area for a right turn onto Minton. No one knows how to use the lanes from a car's perspective. Maybe your candlesticks will help but I don't think so. I think drivers are going to be right on my bumper and the candlesticks will give me less flexibility to avoid a crash. Having 3 lanes let the traffic move easily. No one said we had to be stuck in traffic jams twice a day.  
Pamela Bir

56. **12/1/2015** Ever since a lane was removed to add a bike lane, traffic is awful after work from Broadway to Guadalupe. We've owned our home at Baseline/McClintock for 15 years and it is very upsetting dealing with this every day. I have only seen 3 people on bikes since the change in the early morning. Most people use the sidewalk to ride their bikes anyway. I would ask that someone see for themselves. Try driving south on McClintock at 5pm-7pm M-F. It's insanely backed up! Stalled traffic means more pollution and stressed drivers. This would be better suited where there are more bike riders. It is not promoting people to ride a bike in my opinion. Please bring back the extra lane. Should have left what was working fine...alone. Thank you for the consideration. Lani Drew

Rachel E. Gawdun  
1863 E. Cornell Dr.  
Tempe, AZ 85283

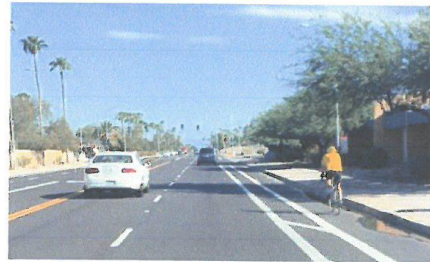
11/16/15

City of Tempe, AZ  
Deputy Public Works Director for Transportation Shelly Seyler  
200 E. Fifth St.  
Tempe, AZ 85281

Mrs. Seyler,

My name is Rachel Gawdun and I had been a resident in Tempe, Arizona for eighteen years. I had lived on the cross streets of South McClintock Drive and East Guadalupe Road all of those years. Currently I am going to school at Western Texas College but before I left to go to college a lane of traffic was transformed into a bike lane on South McClintock Drive. I believe this was a very poor choice made by the city of Tempe.

Although Tempe wants to create a "balanced transportation system", the city needs to understand there are more vehicles than bikes. Arizona's hot climate causes more people to drive cars, which means there are fewer bike riders on the road. This picture on the right is what the recent change to the lanes looks like just north of East Southern Avenue and South McClintock Drive. It also does not correctly display the traffic problem that occurs two to three miles south of this location.



I have personal experience with the traffic problem that was caused after taking away one of the vehicle lanes. While I was working during the summer my normal morning route began driving northbound on McClintock and taking it a short three miles to get on the US 60 E. Before construction this took me approximately five minutes, while post construction there was bumper to bumper traffic every morning, causing me to completely change my route. This alternate route consisted of driving an extra ten minutes and taking another freeway to reach the US 60 E.

I would like the city to reverse their decision and give vehicles a third lane on McClintock. It is much safer for bike riders to be on the side walk instead of competing with traffic, even if they have their own lane. Thank you for taking the time to consider my opinion on this issue.

Sincerely,



Rachel E. Gawdun

58. **12/6/2015** Good day Ms. Taaffe, thank you for the response below. After further study on the traffic flow woes on McClintock Dr. by myself and neighbors, we have noted a very disturbing trend in the traffic flow pattern between Southern and Baseline on McClintock during peak traffic hours. With the current 2 lane configuration, during afternoon traffic, we cannot exit from Carson OR Minton out to McClintock to go either North or South due to the lines of traffic now backed up from Baseline to Southern AND backed up on the Eastbound McClintock off ramp. In the mornings, we cannot exit Carson and / or Minton and head North to merge right to get to the US 60 eastbound on ramp, it is almost impossible due to traffic backed up to Baseline. To aid us leaving our neighborhood, we ask you install traffic lights at either Carson & McClintock or Minton & McClintock so we can safely exit the neighborhood, OR put the road back to 3 lanes of traffic. I have not seen anyone from the city of Tempe out monitoring traffic flows, taking pictures or evaluating the safety factor on the recent changes. I do see that the so called "candlesticks" we're installed, so something was done for a lane not used. Again, I reiterate it looks like no in depth study of traffic flow patterns was done before the decision was done increase the risk of accident and injury from eliminating a lane of traffic on one of the city's busiest streets. We ask the 3 rd lane be re-established on McClintock for our safety. Ed
59. **12/9/2015** Putting bike lanes on McClintock was the stupidest idea that Tempe has had yet! Not only has it restricted traffic, but the city spent more than a million dollars on this fiasco. They took one of the biggest and busiest streets in the city and ruined it. Instead of putting bike lanes on streets like Country Club Drive where kids are constantly using bikes they thought up this mess. Yes, I also use a bike, but this made absolutely no sense. IF an emergency evacuation ever had to happen, the city has crippled a main artery. Rickey Lynn Gans
60. **12/9/2015** To Whom it May Concern, I am a resident of Tempe living on S McClintock Dr in between E Southern Ave and E Broadway Rd. My roommates, friends, family, associates, colleagues, and random strangers have all experienced an exceptional amount of frustration at the reduction of lanes on S McClintock Dr. Let me therefore start by saying: what half-brain came up with the half-baked idea that eliminating lanes would *improve* the traffic situation? Now that that is out of the way, please pardon my outburst. I am sure whoever came up with the idea is a truly lovely, if illogical, person. I will forgo pathos and attempt to appeal to your logical selves instead. According to the 2013 Census Survey, Tempe is the 7th highest ranked medium city for biking - in sincere honesty, a true achievement. This accounts for a whole 4% of commuters. With 2.93% utilizing mass transit and 3.19% working from home, that means that nearly 90% of Tempe residents commute via their own (or carpool) vehicle. Therefore, I must wonder, to whose benefit was it really to reduce the lanes on S McClintock Dr in order to add bike lanes? Reducing down to two lanes has caused a massive backup heading north on McClintock during morning rush-hour and south during afternoon rush-hour. The afternoon is far worse, as the backup from the US 60 extends north often more up to two miles. Of my 8 mile commute to work, McClintock accounted for 3.5 miles. During rush-hour with this new system, those 3.5 miles have added 10 minutes to my commute. Considering my entire commute used to take about 25 minutes, that's 40% longer. I must ask, once again, to whose benefit was the reduction of lanes? Contrary to the belief of the government established by that nice postcard, the issue does not come from "not understanding the new traffic system." Yes, we, the residents of Tempe, do understand what a bike-lane is. We know what a gore zone is. Our problem is not due to a lack of understanding. It is due to frustration at the traffic system. Therefore, adding candlestick dividers *is not a solution*. Of course, if my argument is meant only to complain, that would hurt my position. I must be honest - I am not a civil engineer, I do not work in transport. Yet, there is, as I see it, a simple solution.

Add a third lane heading south on McClintock and leave the north-bound two lanes since south-bound is far worse. Eliminate the ridiculous gore zone. This would leave plenty of room for bike lanes on either side and would help alleviate traffic congestion during afternoon rush-hour. As a more substantial project, add a second turn lane onto the US 60 east. With the single turn lane, you cannot fit more than a dozen cars or so. This causes people to back up into the suicide lane extending south of the turn lane. Not only is this illegal and dangerous, but it causes huge backup, as mentioned previously. If I have still failed to convince you then, please - I beg of you, before you dismiss my claim, time how long it takes to drive from the Loop 202 south to the US 60 at 5:00 in the afternoon. It is completely absurd and due, almost entirely, to the elimination of the third lane. I trust, as loyal council members, that, if you are not the correct points of contact, you will escalate my claim to whomever is in charge of the traffic system. I greatly appreciate your time and happy holidays. Best regards Reese Pratt

61. **12/17/2015** What is the management of Tempe smoking or drinking regarding the fiasco on McClintock. First the asinine bike lanes vs car lanes, then stencils so bikes know where to bike, now the poles in the street to either warn dumb drivers to not cross solid lines or to keep stupid bikers from crossing into the traffic lanes. What incompetent buffoon made these decisions. Why are we wasting our (federal, state or local) dollars on something the few bikers do not use. They use the sidewalks. Idiots come up with new ideas like this and the canal stoplights and give the public no training or clue how to obey the law - if it exists. Kind of like introducing traffic circles in the USA. The least to be done would be a clue in the water bill supplement rather than brag of the great job the mayor and council are doing. I hope you all enjoy the plaques citizens bought for your walls. Now, please tell me what those poles cost! If it was a private donation, I have no problem. If it is public funds, I will protest. There is another Tempe besides Mill Ave and the Lake. Please advise how I can schedule an agenda item to be heard at a future public council meeting. Fred Boger (a 32 year resident) PS Hope to get better council attention than the Rio Salado Community College / Malibu landscape issue - which was nothing. Thank you Ms. Kuby and Mr. Granville, even though you did nothing, you at least responded. - Fred Boger
62. **12/20/2015** Mayor Mitchell, I want to congratulate you and the city council on the wonderful job you are doing to make Tempe an All American City. My daily commute from McClintock and Elliot used to be 20 minutes on my way to and from work, now with our city's All American bike lanes my commute is now 40 minutes or longer each way. The beauty of this is that we have time to sit in traffic and wave to all the bikers going by. Since the changes have been made this summer I can honestly say I have waved to exactly zero bikers. What a waste of our taxpayers money. Sincerely, Margaret Prendergast
63. **12/19/2015** Since the bike lane went in I've seen maybe 10 bikes use this lane. In the mornings the lanes South of US 60 now back up over a mile and one half. If this was a "Green" project you have just caused each car to sit now for about an additional 4-5 minutes each way. How much more carbon have you caused each year by making us all sit and idle in traffic now for a bike lane that is not used. ALSO-- East US 60 exit to south McClintock. When you turn the lanes make you start to turn into the bike lane because of the striping. Everyday cars start to turn into the bike lane and then swerve into what use to be the center lane. This needs to be fixed (even though I've never seen a bike in the southbound bike lane). Scott Myers

64. **12/26/2015** Hello! I wanted to give the new bike lanes on McClintock Dr. a couple of months before writing you.....the intervening time has not improved my opinion however! I am mostly referring to the area between the canal south of Guadalupe Rd. and Broadway. Now we have one less lane to drive in, and gridlock prevails at times! I am especially referring to the area in front of the Fry's shopping center at Guadalupe and McClintock on the east side. Drivers are wondering where they can turn in, and stop in the through lane. Cars cannot get out easily, since 3 lanes have turned into 2 opportunities to merge. The bike lane and the "buffer" lane confuse people immensely. I realize that bicycles are an important part of our culture, and Tempe is a wonderful place for those who love to cycle. However, I would like to point out that I drive on McClintock between Elliott and Southern most days of the week. Since the new lanes were installed a few months ago, I have been looking to see how many bicyclists are using the lanes. To date I have seen ONE person riding a bike there!! Another annoying area is where the "candlesticks" have been installed north of Baseline. I have heard many others complaining of this as well. It is confusing to motorists to the point where I have seen cars actually stopped in the through lane; drivers trying to figure out what to do next! It seems that this has not been a good use of our resources in Tempe, and I am not alone in this opinion. I have lived in Tempe for over 20 years and have never thought that driving was a problem here. Now we have many issues that others have complained to me about as well. I suppose it is good to not be alone in my poor opinion of these so called "improvements"! Shelagh Newton
65. **12/29/2015** Hello Sue, and thank you for your response. I did note today, another bicyclist on McClintock! I did also note that several of the "candlesticks" have been knocked over, probably by motorists who couldn't understand them! I would like to come to the March meeting, if public input is going to be welcomed. Thank you! Shelagh Newton
66. **12/22/2015** Hello Nikki, Was there a traffic study done on the segment of McClintock from the I-60 to Guadalupe before the road was re-striped taking away a traffic lane? Thank you, Melody Moss
67. **1/4/2016** Thank you. The study went into my spam folder for some reason. I know just enough about traffic studies to be dangerous. While the average counts you have in the table are the same as the MAG model, but the time interval you use in your percentage calculation is not really accurate. From 2011 (MAG data, ADT=38.2) to 2014 (Tempe data, ADT=33) you only have a 14% drop. You have to look at peak hour volumes, too. Also, it does not look like anyone looked into the LOS loss you are getting by taking a lane. AASHTOE says this arterial should be a B. If it was a B before taking the lane, it needs to lose 34% of the traffic to keep it's B status. According to the tables, the road went from a B to a C. I'm all in favor of bike lanes, but I don't think lowering the level of service for a bike lane anywhere is a good idea. Now you have delimiters on the bike lanes...you probably need them for the traffic that wants to use the bike lanes to get down to the intersection during evening rush hour. Maybe you can get away with taking a lane south of Baseline, but you really should restripe McClintock 1-60 to Baseline back to 3 lanes. Melody Moss Unfortunately aside from the science I understand there are politics behind it all. I think the whole "road diet" concept is a mistake. I don't really see that section of McClintock between I-60 and Baseline too often unless I'm coming home from work (same for hundreds of others in that traffic jam as well). Those conditions matter, too. Thank you for your time in addressing my questions. I'm sorry to learn Tempe favors traffic jams over bicycles. When the light rail gets a

stop in front of my subdivision in south Tempe, you can narrow the lane one way if you want, but in the mean time I still have to drive to work and back. My time is valuable, too. - Melody Moss

68. **1/5/2016** Mayor, Council, and Staff, Since this section of McClintock was restriped to eliminate a traffic lane, rush hour traffic backs up all the way to I-60 causing a wait up to 3 signal cycles before you can get south of Baseline. This situation did not exist before the restriping. Recently I asked Ms. Ripley for the traffic study that was done before this segment of McClintock was restriped. Staff justified the restriping based on average traffic counts and completely ignored the peak hour traffic volumes. National roadway design standards regarding acceptable levels of service (LOS) were ignored when that lane was taken resulting in a clear degradation of service in that corridor during rush hour. I was told by staff in an email that because there is no traffic on that segment during non-peak hours, Tempe was justified in taking the traffic lane in favor of improving bike lanes on the segment. I rarely see any bicycles on that segment of road during peak rush hour. Don't get me wrong - I have a bicycle and I ride it on the weekends and I enjoy the effort by Tempe to improve bicycle safety and accessibility, but I am disappointed that council and staff are being influenced by a loud bicycle lobby to take drastic measures allocating precious resources to the few at the expense of the many. My time (as well as the hundreds of others stuck in traffic created by dropping the lane) is valuable. Adding 10 minutes to my commute every day is like taking an entire work week of my time away from me. None of the hundreds of commuters asked for that - you just took it. Another excuse given to me is that Phoenix is doing it, too. If you look around downtown phoenix you will see shared bike and car lanes. They are designated as such with sharrows and painted green. This allows the cars to use the lanes when they need them during rush hour and gives the bikes a safe travel lane at other times. Perhaps that should have been considered instead of taking the drastic measure of eliminating a travel lane. The money for this project was probably funded with gas tax money. Last time I checked, bicycles do not pay gas tax. If Tempe continues this irresponsible "road diet" nonsense without considering the needs of all involved, you will awaken the sleeping giant that is stuck in traffic because of it. The bicycle lobby should not run this town. Staff has posted on their political web site that they are ready and willing to help their cause. Eliminating that traffic lane on McClintock is an example of how powerful they have become. Yes this is a university town, bikes and alternate transportation are important (this part of why I choose to live here), but south Tempe is different than north Tempe. There is no Flash service down here, express bus routes have been cut, and there will likely be no light rail or streetcar serving this area. My home in south Tempe does not pay for itself so I have to commute to work every day. I would like to think my government considers the needs of south Tempe, too. Melody Moss
69. **1/4/2016** Phone call to Julian Dresang Tempe Staff expressing dislike for lane removal and candlesticks.
70. **1/13/2016** Please pass this on to the appropriate person. It's 6 o'clock I'm on McClintock headed south and traffic is backed up for miles behind me. There are no obstacles except there are simply not enough lanes. There is not a single bicycle in sight and I have not passed a bicycle since I've been on here at McDowell. Somebody needs to propose reversing this dumbass bicycle lane and start acting responsibly where traffic control is concerned. I swear to God I'm going to run for city Council at campaign against anyone who favors this ridiculous baseless idea. Maybe, MAYBE, 1/4 of the year you can ride a bike here otherwise it is too hot or too cold. Wake up. Stuck every single day. [Rbtempe@cox.net](mailto:Rbtempe@cox.net)

71. **1/16/2016** Good day again Ms. Taaffe, we in the Tempe Gardens neighborhood hope your holidays were good. During the holiday season and a week or so after, my neighbors and myself were out on McClintock between Southern and Baseline observing auto traffic AND bicycle traffic. What we found was not a surprise. What we saw during the morning hours of 7am to about 9am from 12/21 – 1/1 were maybe 8-10 bicyclists. Out of that 8-10 bicyclists 90% rode on the sidewalk. When asked why, they stated it was for safety, as they did not want to be in the road with so many cars. After the holiday break, 1/4-15 maybe 13 – 15 bicyclists were observed and most of those were McClintock High School students. Again, most used the sidewalk. We did some observations in the afternoon and found the same results, which is most bicycle traffic is on the sidewalk. The reason for all the cars is as you know, the city of Tempe has decreased the lanes of traffic on McClintock from 3 down to 2 thus creating massive traffic back-ups during morning and afternoon rush hour. In fact, since the last note and observation, the back-ups have increased in length. A good example is now in the afternoon when Arredondo Elementary school lets out and parents are trying to exit on to McClintock, there is a 10 -15 car wait on Carson to exit on to McClintock due to the traffic backed up to Southern and the US 60 off ramps. Even the Minton Dr. intersection onto McClintock is now backed up. We in the neighbor want the city to re-stripe McClintock back to 3 lanes of traffic so we are not held hostage in the neighborhood. The idea of using one of the busiest streets in Tempe as a bike lane was not really vetted out by whomever decided this bike friendly / “McClintock Drive Improvement” idea. The city has put everyone in this neighborhood, including those coming in to the elementary school at a much higher risk of injury by creating the now traffic bottle neck. If the city wishes to keep their reputation as a bicycle friendly city, we suggest moving the bicycle route to Mill Avenue where traffic is much less and it does lead right into downtown where the activities are, AND promote the use of the existing bike route on College. Please do not put your citizens and children at risk just to keep the moniker of “Bicycle Friendly” on some pamphlet. I have kept the chain of email intact so the new additions to this email can see the history of our conversation. Ed
72. **1/18/2016** Good day Ms. Taaffe I have to agree with Mr Hotten. I have run a business out of my home for 6 years and TRY to get on to McClintock Dr. at least 4-6 time a day and I feel that I am putting my life and the life of others in jeopardy every time I go either north or south. Before you changed to two lanes from three lanes the traffic was a lot less and there were breaks in the traffic and I could go about my business without causing any accidents. As for the bicycles on McClintock Dr., I see very few of them on the street--they always ride on the sidewalks. I ride my bike and I will NOT bike on the street on McClintock Dr..... I also thought that the bicyclists' were suppose to follow the same rules as a automobile. ie. turn signals and brake lights. I have yet to see a bike with brake lights and turn signals so why are they allowed to be on the street.... I know now that the citizens of Tempe do not have much say so as to what happens to our neighborhood. PLEASE PLEASE PLEASE do some thing about the traffic on McClintock Dr. before someone is killed or injured. ps: I just saw a accident on 1-16-16 by Broadway where a auto crashed into the side of SUV simply trying to get on to McClintock Dr. from a business. GREER AFTERMARKET PARTS GARRETT & JON
73. **1/19/2016** Good day Ms. Taaffe; I do have a question and / or comment and that is, during the city council meeting will we have access to any audio visual equipment? The reason I ask is we will have our own pictures, interviews and such that we would like the council members to see and hear. This way, they get to see the real public opinion, and not just our word. With the recent road rage incident at McClintock & Broadway and the loss of life of an ASU student, our fear that this new bottle-neck / traffic delay caused by the narrowing of McClintock to 2 lanes, will cause

tensions to rise, and might cause someone else to act out against someone. With Arredondo Elementary and McClintock High in the mix, we now have children in the middle of this traffic debacle. I'm sure we will resolve this for the good of everyone. Ed

- 74. 1/19/2016** Dear council/committee member, As a Tempe resident of more than eighteen years, I am writing this letter to express my concern and dislike regrading converting one lane of McClintock Avenue on each direction to bike lane. I absolutely can't understand how someone in the right mind can justify cutting out 33% of a busy Avenue that is one the major arteries of city of Tempe, and convert it to a bike lane that is not even used often, and on top of it put those unsightly and dangerous posts poking out of the ground. McClintock is a very busy Avenue, and with this change, it is even busier and heavier in traffic, creating more pollution from cars sitting longer behind traffic light, and in traffic caused by this conversion. Coming out of Hermosa Street is a major challenge as well, and I have to struggle to make left turns to Hermosa Street from McClintock. Why not convert a street such as Dorsey to have a bike lane similar to College Street? Dorsey is a street that is not heavily used, and currently has speed bumps all along in the street to enforce slowing down the passing cars. Dorsey could very well be re-done like College Street to create a safer bike route, and a much more pleasant street. As for future with development up north by Tempe Town Lake, traffic is only expected to increase on McClintock Avenue. Cutting one lane out of a three lane Avenue and reduce it by 33% is a very un-smart (for the lack of better words) action. I request that McClintock Avenue be converted back to its original form of a three-lane Avenue on each direction plus a lane in the middle right away. If you have any questions, please feel free to contact me via email. Regards Shahin Rezai
- 75. 1/20/2016** A woman called to complain about congestion on McClintock and wanted to speak to Julian Dresang about who came up it this idea and if accidents have increased. Bobbie Little
- 76. 1/24/2016** Any where else, cities would seek to expand roadways at no expense. South McClintock is a travesty. It is now more congested, layered with meaningless and confusing white lines and a nightmare. Your use of plastic sticks forces cars to slow down in the "curb lane" before turning into private drives or streets, further slowing traffic. If you legally turn right from e/b on Guadalupe, onto s/b McClintock you are immediately in a right turn only lane to turn into Walgreens!!! Give us back the traffic lanes that were there before. Mark Bach
- 77. 1/24/2016** Hello, I will do my best to attend the meeting on March 17th. Residents might not be able to attend these meeting since they are during regular business time. The amount of wait behind Southern and McClintock traffic light has been extended tremendously because of this useless and unjustified project. It is NOT Ok to negatively affect time, comfort, and routine of majority for special interest of someone. I am extremely disappointed in City of Tempe for this moronic decision. Who-ever is in charge of this project, should be fired to waste this much of citizen's time in traffic. Regards Shahin Rezai
- 78. 1/27/2016** Phone call. Person left Julian Dresang City Staff a message and did not provide a name. He said he was disgusted with the lane removal on McClintock.
- 79. 2/1/2016** Phone call. Person left Julian Dresang City Staff a message and did not provide a name. She said she was displeased with the lane removal on McClintock and that traffic is way worse now.



80. **2/5/2016** Mr. Shahin Rezai called today about the McClintock bike lanes. His previous emails are below. He was very angry about the installation of the bike lanes and does not think that they are justified. Mr. Rezai complained about the lack of use of the bike lanes on McClintock and how they have created a dangerous situation. Today he was waiting to make a left hand turn on Hermosa and McClintock and was almost hit by oncoming traffic. He feels like someone is going to get killed because of the changes and the congestion. He would like to see the immediate reversion of McClintock Road. I advised Mr. Rezai that there is an upcoming IRS on this topic and he stated that he would likely attend. Elizabeth Higgins – Chief of Staff
81. **2/12/2016** The traffic on McClintock Drive has not "decreased". The "candlesticks" are a safety hazard ask a bus driver. Thanks for the rush hour congestion...try getting out of Fry's Market onto Baseline during rush hour. If you don't remove the "candlesticks" any time soon, I will file a complaint with the Dept. of Public Safety. I suggest that Mayor Mitchell and the Tempe Council ride their bicycles to work. Isn't it great to get Federal money for your projects. Of course it is free, right? Who cares if the National Debt increases over a trillion every year for the last 7 and probably 8. Regards, Viet Nam Vet USMC Charles DiMaggio
82. **2/12/2016** What was done to McClintock Drive is criminal. YOu have taken a major artery of the city and have greatly increased the traffic on it as well as created many hazards for drivers. It is so difficult to navigate some parts of the street that I am no longer shopping in Tempe. Getting in and out of many parking lots is outright dangerous. I ride a bike in addition to my car, and would never ride on McClintock. This shows very poor planning on the part of Tempe. Instead of the city trying to become what it is not, the city needs to remember the taxpayers of the city and not bow down to every whim of ASU. Tempe is not a metropolis so please stop trying to make it one. Leave that for Phoenix to cope with. Rickey Lynn Gans
83. **2/14/2016** Hello, I need the list of council members that voted on this project (adding bike lanes to McClintock) indicating if their vote was a yes, no, or abstain. I need this information for upcoming election, and my voting. I absolutely do not support someone with poor judgement. Please send this information to me as soon as possible, or if i need to view the meeting to see the vote, please include the link. Thanks Shahin Rezai
84. **2/15/2016** Kolby, It's my opinion this was a bad call by the City and Council. I ride a bike for exercise and pleasure. I have tried these lanes on McClintock and frankly, they are scary. To make turns, cars have to cut in and out of the candlesticks effectively cutting off bicyclists riding in those lanes. As comical as it might seem, more often than not, folks including myself use the sidewalks over these special lanes as the safer option. It's just a matter of time that this non-standard approach to "accommodate" bicyclists will result in tragic incident. I urge you and the Council to restore McClintock to three lanes. Peter Graves
85. **2/17/2016** Since early December my husband and I have been puzzled by the re-marking of McClintock to create bicycle lanes in both directions. Although we try to avoid McClintock at 8:00 in the morning, we often use it shortly thereafter. As you can see by the following locations, we use this street daily, often several times a day, to shop, visit medical sites, to volunteer, etc. Some of the locations we reach using McClintock are: 10 doctors' offices (between the two of us); Sonora Quest Labs; Banner Desert Ambulatory Treatment Unit, Preferred Home Care, Banner

Desert ER, Banner Desert Hospital; the off-campus homes of ASU International Students (*I help students where English is their second language*); Walgreens; Sprouts; Frys; Target; MacDonalds; Papa Johns; Batteries Plus Bulbs; etc., etc., etc. As I stated above, these bicycle lanes have been a puzzle to us. We started counting the cyclists using them -- the number is negligible. Cyclists continue to use the sidewalk, and I can say if my children were still teenagers, they would be instructed to ride their bikes on the sidewalk. The traffic is too fast and drivers too unfamiliar with this arrangement. I believe the City has created a hazardous situation and could in the future be named in a law suit. If there is an accident of real consequence relating to these bicycle lanes, then the City could possibly be held, in part, responsible. I'm unsure who came up with the idea of bicycle lanes on such a heavily traveled street, but I do know that it was unwise. I believe there was no intention to create a stressful situation (*also angry situation*) for many Tempe residents. However, many people in my neighborhood are upset and angry. If "bicycle lanes on McClintock" is an experiment, then the experiment should definitely be revisited and explored again. All experimentation has the aspect of possible failure -- so, no need for embarrassment, but please undo the harm. Consider Tempe residents who feel trapped in their neighborhoods at times when they need to access McClintock for work, for shopping, for emergencies, or for healthcare reasons. Waiting, and waiting, and waiting for traffic to clear often makes drivers take chances that they otherwise would not take. Also, if these "bicycle lanes on McClintock" were installed to advertise Tempe as a progressive city (having miles and miles of bicycle lanes), then someone bears the responsibility of having sought advantage over other cities at the expense of Tempe's own citizens. I respectfully submit this email, Frances Staggers - 1316 East Minton Drive(Tempe Resident since the 1980's) - Frances Staggers

1641 E. Fremont Drive  
Tempe, Arizona 85282

November 9, 2015

Mr. Mark Mitchell  
Mayor of the City of Tempe  
31 E. 5<sup>th</sup> Street  
Tempe, Arizona 85281

RECEIVED

NOV 13 2015

CITY MANAGER'S OFFICE

Dear Mayor Mitchell:

My husband and I have been residents of the City of Tempe for approximately fifty years. We have always been proud of the improvements, maintenance, etc. that the City has provided.

However, recently you have decided (without any input from neighbors in the McClintock Drive area) to remove lanes and put bicycle lanes that are as wide as a regular driving lane which is unnecessary. We have for some time had bicycle lanes which were very adequate.

If you drive south on McClintock, especially from Broadway to Baseline, you would be lucky to see one bicyclist using the bicycle lane, and the majority of the bicyclists which you do see do not obey any traffic rules such as stop signs, signals, crossing in the middle of the block, etc. The majority of the bicyclists if you do see any are on the sidewalk where they are safe, and are courteous to what few pedestrians are using the sidewalk even though you have an antiquated law that says it is illegal for a bicyclist to ride on the sidewalk!

In addition, trying to pull out on McClintock making either a right turn or a left turn out of our neighborhoods at certain times of the day is almost impossible. Traffic is lined up going south from the Freeway to Baseline! You are putting more traffic in neighborhoods trying to find a way to get where they are trying to go to avoid all the backups which is dangerous to have that much traffic going through the neighborhoods. Also, auto emissions are extremely high because of waiting and waiting for the traffic to move south an inch at a time. What happened to trying to keep the emissions down??

Mr. Mark W. Mitchell, Mayor

2

November 9, 2015

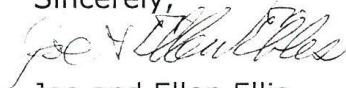
And now, after McClintock being torn up for months, you are now going to install "candlesticks" to protect the bicycle lanes even more! There may be justification for all of the above measures close to the University as there is a lot of bicycle traffic in that area, but it certainly does not apply in our neighborhoods!

It would have been nice to have some "warning" of what you planned to do from the very beginning so we could express our concerns, but apparently that is not done any more. The first notification we received on cutting down the number of lanes was a public meeting to tell us what you were going to do and had already decided to do. You were only telling us what it involved.

It is hard enough now to try to turn into businesses and our streets from McClintock without getting rear-ended because you're in the traffic lane. At least now you can get over a little bit to get out of traffic to make the right-hand turns, but once the "candlesticks" go up that is gone!

I am sure that many of the neighbors in our McClintock Drive neighborhoods are having as much trouble as we are, but because of your arbitrary decisions to benefit a few bicyclists, you have chosen to punish the majority of the driving public!

Sincerely,



Joe and Ellen Ellis

cc: Mr. Corey Woods, Councilmember  
cc: Ms. Robin Savage, Councilmember  
cc: Ms. Lauren Kubby, Councilmember  
cc: Mr. Kolby Granville, Councilmember  
cc: Mr. Joe Navarro, Councilmember  
cc: Mr. David Schapira, Councilmember  
cc: Mr. Andrew Craig, City Manager

87. **2/22/2016** Julian & Shauna, As a resident of the Cole Park Neighborhood along McClintock Drive since 2007, I wanted to share some feedback on the recent reduction in travel lanes between Southern and Guadalupe. During off-peak hours, the change has been relatively minor, but

during peak hours in the afternoon, the traffic I've been seeing since the change is significantly worse than anything I saw before. Specifically, in the south-bound lanes as one approaches Southern, Baseline, and Guadalupe, the traffic backs up quickly and makes turning out of those shopping centers extremely difficult (even right turns). Although I understand the need for alternative forms of transportation, such as bike lanes, I question the economic effect of such a change. I'd imagine the percentage of the population who rides a bike is extremely small as compared to that which drives a car. This change appears to set us back in terms of our cars per lane per day carrying capacity which will only inhibit future growth of our city. Any prospective home - and business - owners in the area will consider the effect that traffic will have on their endeavors. Thus, I hope the city reconsiders its stance on the reduction in traffic lanes and re-aligns McClintock Drive to its former 3-lane configuration. Thank you, Tom Foglesong

88. **2/22/2016** Sue, I would love to be there for the meeting but I hope you can express my concerns. I am having knee replacement surgery on March 9th and am pretty sure I won't be up and around well enough by the 17th. My concerns stay the same, few if any bikers in the bike lane and congestion on McClintock during rush hours is ridiculous, sometimes sitting thru 5-6 light changes just to get thru the intersections. Thank you. Margaret Prendergast
89. **2/22/2016** Ms. Taaffee, Since I wrote to you in September I have not seen ONE cyclist along McClintock! Five months of the best weather ever for biking, and not one! And I travel that route many times a day. NOT ONE! Carolyn Wagstaff
90. **2/22/2016** What I am telling you is that your counts are wrong, I have photos of your counter miscounting bike counts. You want that brought up? I need to know your methodology of your counts, since it seems you are over inflating the counts. Greg Ninke
91. **2/23/2016** Thank you. My opinion is that the city has made a mistake. My commute takes longer, on the average from 5 – 10 minutes. The south bound traffic at Southern and at Baseline is so heavy that it takes multiple light changes to cross the intersection. I have seen maybe 3 - 5 cyclists using the lane during rush hour. An alternate solution is to allow cyclists use the entire right lane. I have seen this in San Diego county where there are far more recreational cyclists than here. Joel Brom
92. **2/23/2016** An equally important factor in the study needs to be the amount of funds bike riders generate for the use of this space entirely supported by the gas tax I pay with each gallon of fuel. We need to be fair and pay for the use of public facilities. The original intent of the lane structure was to increase volume as McClintock approached the 60 freeway both directions. What has changed to make this no longer a sound strategy? I also would like to see a cost per mile incurred with this project. Thanks in advance. Chuck Degard
93. **2/29/2016** Sue, Even with a 22% decrease in traffic, a 33% reduction in travel lanes will result in a net negative impact to traffic flow in this area. Also, I believe it would be beneficial for the city to look at the data in a more granular level than just daily averages. As we all have experienced, there's a huge variation in traffic volumes throughout the day, and a daily average will mask the experience of the driver during peak hours. If the City wants to improve the driving experience for its citizens, it needs to consider the effect of peak traffic volumes. Thanks, Tom Foglesong

94. **2/28/2016** The change to McClintock Drive has not been favorable to the flow of traffic especially in the PM rush hour. I have lived off of McClintock and Guadalupe for almost 30 years and very rarely see a cyclist. You now have congested the intersections especially at Baseline and Guadalupe. Turning into the shopping center on the southwest corner at Guadalupe and McClintock is now hazardous. My guess is that the accident rates will increase due to this change. Hate the change and not sure why you didn't ask us for our opinions. Julie Trapp
95. **2/29/2016** I think the bike lanes on McClintock are even more stupid than the stairs to nowhere at Scutter Park. The street is super crowded now with not abide in sight! Take the darn stuff down! Phyllis Ames
96. **2/29/2016** Basically you have created a parking lot in the morning on McClintock from Guadalupe to Baseline Rd. The number of bikes using the bike lanes can be counted on 1 hand daily. Another gov fiasco. An idea that might not have entered your mind is to synchronize the bike lane lights on McClintock at the canal crossing with the moving traffic instead of stopping the entire traffic flow for 1 pr 2 bicycles. Talk about creating a pollution problem, well you have one. In both cases. I am wondering if a traffic engineer has ever been consulted in this matter. And 1 other item, your streets are going to hell. Potholes are becoming a nightmare in Tempe. Having lived here for 40 years now, the latest elected officials have let this area deteriorate to the nth degree. sam owens
97. **2/29/2016** I don't know whose bright idea it was to put the bike lanes and candle sticks on McClintock Dr. but they are a menace. Obviously they don't have to pull out from a side street onto McClintock. The candle sticks obscure the view. You can't see which lane the oncoming cars are in. I HATE THEM and there is no way I can avoid them. I live almost at the end of Oak St. If I need to go south I have to use McClintock as I can't make a left onto Rural. I have yet to see ANYONE using the bike lane. Please get rid of the candlesticks and give us back our third car lane. What a waste of city money that abortion was. Sydney Anne Holt
98. **2/29/2016** Thank you for this opportunity to comment on the McClintock Drive changes. I think the changes were a complete mistake. I understand there was a decline in traffic of 20%. You cut the road however by 33%. Making a left from Minton onto McClintock in morning traffic is a nightmare. Traffic from the light at 60 backs up all the way to Dunbar now. When the light turns, traffic is still so heavy that you can't easily get into the lanes going north. Heaven help you if you want to get across both lanes to turn right onto the 60 on ramp to go onto 101. People entering from the east side streets off McClintock have the same difficulty getting across 2 lanes to get onto 60. When I make a right onto Minton from McClintock, it feels like I'm turning from the middle of the street now. I try to stay out of the bike lane but it's a little scary because the cars behind me don't notice that I'm making a turn. It looks and feels like the middle of the road! The candlesticks add to the congestion and confusion. Several have already been run over. There is 1 - one - uno bike rider that I've seen on McClintock using the bike lane. There is no need for bike lanes in this area. There is greater safety with less congestion for vehicles. There is more safety using the road as it was designed with 3 lanes north and south. Pamela Bir
99. **3/2/2016** Please eliminate the McClintock bike lanes. —Jane

100. **3/2/2016** Good evening, I am writing to voice my frustration regarding the lane for vehicle travel that was removed on McClintock between Broadway and Guadalupe Roads. I have never been as angered and frustrated by any decision the Tempe City Council has previously made. I have vowed to never vote for any member of the current Tempe City Council that voted for this terrible idea. I live on the west side of McClintock, between the US 60 and Baseline Road. It is virtually impossible to make a left turn onto McClintock anymore because of the bumper to bumper snarled up traffic. Even if I try to make a right turn onto McClintock off of Minton Dr, I have to sit there for a very long time until some driver finally has pity on me and allows me to pull out. At the rush hours the traffic is at a bumper to bumper standstill, and even when it isn't during the rush hours, the commute down McClintock takes a great deal longer than it previously did. There are a lot of times since the lane of vehicle traffic was removed that we don't even attempt to go to a store, a movie, or out to dinner as we frequently did prior to this. I swear it takes twice as long to drive to and from Tempe Marketplace now. It's just not worth the extreme aggravation of the traffic congestion on McClintock Dr. The irony of it is that we very rarely see a bicyclist on McClintock and when we do they are almost always riding on the sidewalk instead of in the bike lane. You have inconvenienced hundreds or thousands of drivers on McClintock each hour, for the convenience of a handful of bicyclists. If this situation isn't rectified, I am seriously considering selling my home in Tempe and moving to Goodyear, so I don't have to deal with the McClintock commute frustration day after day. I can hardly tolerate driving on McClintock anymore. I really wish I could attend the March 17th City Council Work Study Session and voice my opinion, but we are short-handed at work, and there is a hiring freeze in place until the next fiscal year, so I am unable to get the time off to attend. Respectfully, Faye White

101. **3/1/2015** Regarding the McClintock Drive bike lane/candlestick project: While I appreciate Tempe's consideration of the environment and support of alternate modes of transportation especially the bicycle, the bicycle lanes do not seem to have much of a positive impact. Living right near La Jolla and McClintock Dr, I have observed that very few people ride bikes and, of those that do, most of them still ride on the sidewalk. There are probably many reasons for this but the main reason I don't use the bike lanes is due to the candlestick dividers. They close in the lane too much. If I have to swerve to avoid another biker I have less room to safely maneuver. The same is true when driving a car. Instead of having that space to avoid an accident in an emergency situation, drivers are concerned about not hitting the candlesticks. Those candlesticks get hit all the time! Just look at them. Our hands automatically follow where our eyes look and we're all looking at the candlesticks. Another issue is the small cars that seem to think the bike lane closed off by the candlesticks is a separate lane for driving in. The candlesticks also make it more dangerous to turn right into the businesses that line McClintock Dr. With the amount of traffic on McClintock Dr, cars need to pull over to the right to safely turn into the business complexes. Now their safety zone is greatly reduced. I strongly urge the Tempe City Council to remove the candlestick barriers on McClintock Dr and discontinue the whole project. Thank you for your consideration. Cathleen Gould

102. **2/29/2016** Please restore the road back to three lanes on each side. Since the conversion traffic is backed up for miles every morning and evening. The balance of time it is also backed up. I drive the road almost every day and have only seen four bikes on the road since the change, all four of which were using the sidewalk, (not the new bike lanes). I like to bike myself but would never use the new bike lanes as they are too close to traffic and very dangerous. The result of this terrible change to our road is slower traffic, more pollution, and, thousands of wasted man hours lost to



the unfortunate individuals who have no choice other than to sit in traffic when using this road. Additionally I can imagine a lot of tax dollars were wasted on the conversion as will also be spent in the event it is changed back. I was told the City receives tax dollars from the Federal Government for decommissioning road lanes and slowing down traffic. If true this is a horrible waste of hard earned tax dollars. Please / Please / Please we are begging you please restore McClintock Road back to it's previous design which was based on traffic flow demand. I understand you are claiming vehicle traffic has decreased while bike traffic has increased. I do not believe this. If marginally true it is impossible to believe vehicle demand has been reduced by 33% (calculated by the elimination of one of three traffic lanes). Thanks for listening, what a waste of tax money. Mark Abel

103. 2/29/2016 We are deeply concerned about the reduction of traffic lanes on McClintock between Broadway and Guadalupe Rds. We have lived southwest of McClintock and Guadalupe for 42 years and traveled that road thousands of times and have never had the backup at the major intersections that we now have. There are very few bicycles that travel that road during rush hours and I don't see how you can say you are reducing the pollution providing for bicycles and causing vehicles to idle putting out pollution waiting for traffic to clear. Even if traffic volumes have reduced some, where are the numbers indicating that there has been a significant increase in the use of bicycles? I consider this decision jumping the gun and somewhat irresponsible government by the City Council. Making the city look good as a "bicycle friendly community" may look good to outsiders but isn't in the best interest of the residents that have to use that street. Sincerely, Art and Sandy Moore cc: Mayor Mitchell and Council members Arthur Moore

104. 3/4/2016 Dear Council Members and Neighbors, I beg you to remove the protected bike lanes on McClintock and add a vehicle lane. I own one home off of McClintock Drive, and nine condominiums (3 in La Tierra, 5 in Lake Park Villa, 1 in The Lakes of Tempe, and 2 in Park Riviera). With all due respect, the bike lanes have been a disaster for my family and tenants. For my tenants, the families complain. Specifically, families complain about the hassle for them to take kids to school, get home from work, and drive their kids around for activities. In Tempe, it will never be practical for families to perform the functions of kids to school, go to work, and take kids to afterschool activities on bicycle. The distance from metro Phoenix employment centers, open boundary schools, and activities does not lend itself to this. Furthermore, human anatomy and physiology make it unsafe to perform these family functions on bicycle in the desert climate. The study of 4% of Tempe residents taking their bikes to work is obviously flawed. Stand any morning on McClintock and Southern, Baseline, Guadalupe, Elliott, or Warner. There is no way 1% of Tempe residents are taking bikes to work let alone 4%. For my family, we avoid McClintock now and stick to Rural. I have a 9 and 11 year old daughters. My wife and I have told them we would kill them if they drove their bicycles in the bike lanes of McClintock, or any other street. I have instructed them to bicycle on the sidewalks. May I ask, how hard is it for a bicyclist to ride on the sidewalk and around pedestrian walkers? Other families have the same feeling-the bike lanes were a nice idea, but a mistake. Implementing some traffic calming strategies makes the McClintock neighborhoods safer? Yes, calming strategies are helping Mom's and Dad's get their kids to school, get to work, get home with their families. I beg you to remove the protected bike lanes on McClintock and return to vehicle lanes. Sincerely, John Devine



105. **3/7/2016** I am vehemently against removing a lane of vehicular traffic on McClintock for bicycle traffic that doesn't exist. There is minuscule bicycle traffic there and the dedicated bike lane is creating congestion and hazardous driving conditions at intersections, and in entering and exiting commercial driveways. With the commercial build-up of the Price Freeway Corridor, traffic on Tempe arterial streets will only increase creating even more congestion and danger for vehicle and bike traffic. John Morris and Carver Terrace
106. **3/7/2016** I'm not sure if I wrote before, but I am absolutely against the bike lanes. You have supported a special interest group at the expense of the home owners in the area. The bike lanes have created congestion, and created dangerous situations where people need to exit the main street across the lanes. Rickey Lynn Gans
107. **3/7/2016** Shauna, Please pass this on to whomever needs to hear it. I travel McClintock between Broadway and Guadalupe quite frequently, and HAVE NEVER SEEN A BICYCLIST IN THOSE BICYCLE LANES. If the intent was to influence motorists to leave their cars at home and ride bicycles, I don't think it has, or will have, convinced most people. If the city is truly going to monitor bicycle traffic in these lanes, and needs volunteers, I'd be glad to help out. Kay Slaven
108. **3/7/2016** Please Don't reduce lanes , We Don't Need anymore Congestion, it's Bad enough the Contractor 's are Still Dragging their Butt's on the Broadway Beautification Project. Thank. rickroser [rickroser@yahoo.com](mailto:rickroser@yahoo.com)
109. **3/7/2016** PLEASE REMOVE THEM.... I drive out of CARSON onto McClintock and since they have changed this it is almost impossible to make a left and go north unto McClintock..I have noticed the same at most of the streets north of major intersections ... the cars from the intersection at McClintock and Baseline are backed up all the way to the 60 around 5 pm to 7 pm also when the ramp from the freeway turns green more cars come unto McClintock making it almost impossible to get out of Carson and other streets to head north (left turns) ..... Turning the 3 lanes into 2 just made huge long lines at the intersections headed south on McClintock .... it just makes for huge back ups at busy times of day...I live on McClintock and out of the last 30 persons riding bikes only 4 were using the bike lanes.... everyone else is still driving on the side walk... as for myself I still drive on the sidewalk... using the bike lanes is still do damn dangerous ... I also refused to use them... PLEASE TAKE THEM OUT !!! Frankie Rose
110. **3/7/2016** As a resident of Tempe for 30 years, I have never complained about my city. For the most part I love Tempe and it's the reason I have stayed here to raise my family. However, I can honestly say that the loss of one lane on McClintock has changed my quality of life. I live in S. of Baseline between McClintock and the 101. My son goes to school at Tempe Preparatory, so our commute was always a ride north on McClintock to Southern. Since the bike lane addition, it has easily added 10 minutes to a normally short trip. After the addition of the bike lane, it was not uncommon for me to have to wait through 2 lights to get across Baseline. I have had to change our morning commute to going down the Price frontage road, which means going 1/4 mile in the opposite direction, in order to get my son to school on time. This is STILL less time than going down McClintock, though. This may not seem like a real huge problem, but what I do see as a real problem is the visible frustration of the drivers I have seen on McClintock. I have seen so many hands thrown up in the air, horns honking to move people along, and rude hand gestures. A morning commute can be frustrating enough without the added stress of congestion that you know was not there a few months prior. To add to the frustration is not seeing very

many bikes in the lanes. I live right off McClintock and I am on the road frequently (although I avoid it on the weekdays) and I rarely see bikes in the lanes, and when I do see bikes they tend to be on the sidewalks. I know I am not the only one who has complained about the bike lanes on McClintock. My only hope is that our input is being taken into consideration. I'm sure for every person who takes the time to write, there are several more who are just as frustrated. Best Regards, Lucy Anaya-Mitchell

111. 3/7/2016 As a long time Tempe resident, I strongly disapprove of the traffic lane reduction in favor of a larger bike lane. The roads are extremely congested now, with often a backup from Baseline to almost Southern. Worst of all, I don't ever see anyone in the bike lanes! I was unaware that I was able to email the City to express my opinion until I saw this posted on Facebook. I do plan on attending the City event to voice my concerns then. Thank you. Yale M. Smiley

112. 3/8/2016 To whom it may concern: The bike lane going down McClintock is unnecessary and exists on a street with too much traffic. The loss of the car lane inhibits traffic. Best regards, Mike St. George

113. 3/8/2016 The bike lanes in Tempe are terrible. I travel from Elliott and Lakeshore to McClintock and Guadalupe (1.7 miles) for work everyday. I see the bicyclist still using the sidewalk (perhaps for safety reasons) as I see cars driving down the bike lanes to get around traffic, I see cars driving down the center turn lane everyday to get around backed up traffic etc. What was a 8-10 minute commute is now a 20 minute plus commute. Maybe if the Schools started at a later time (not during rush hour) it would be ok. Want it back the old way take the bike paths away from the road. Cindy Fickett'

114. 3/8/2016 Noting that vehicle traffic counts on McClintock in our neighborhood are typically 35,000 per day in each direction and my personal observation of bicycle traffic of maybe 10-20 per day in both directions since the change (with 80% of the bicycles using the sidewalks), the change seems to be an extremely poor allocation of our resources. Bicyclists deserve access to our streets and should be respected as fellow travelers, but to allocate a third of a main arterial is inappropriate. Waiting through three light changes to cross Southern Avenue is not improving motorists attitude toward our two wheeled neighbors. During rush hours, they have no delays whatsoever. Inconveniencing maybe 100,000 vehicle occupants per day to satisfy 10 or 20 makes no sense. Ed Parker'

115. 3/8/2016 Tempe Council – I lived off McClintock and Caroline for five years before recently moving away. When I was back in town in late January, I got on McClintock just south of Guadalupe expecting to get back to my old home in about 5 minutes or so. Unfortunately for me, as well as my waiting guests, it took almost 25 minutes to get to my previous residence. I was so embarrassed, I couldn't believe I would be over 20 minutes late to my own event! Never in the 5 years that I had lived there had I experienced such a traffic situation that I experienced that Tuesday afternoon at 5:50pm. I traveled to work every day around 7:30 and returned home around 5:30, in my experiences, I never had an issue coming home from work, and headed to work I might have to sit in traffic for .5 mile at the absolute worst, every now and then (once a month), fortunately it would be cleared up within one or two light cycles. While I understand the interest in making Tempe a more 'bike-friendly' city, I think dedicated bike lanes are very important. If I'm not mistaken, there are bike lanes down Apache north of Elliot as well as some

bike lanes on less arterial roads such as Hardy and College. Was Country Club discussed as a bike lane alternative? With McClintock being so close to the already congested 101, it seems not only cumbersome, but also a bit dangerous, to dedicate bike lanes along that arterial roadway through the east side of Tempe. If I remember correctly, there were traffic studies being done just north of Zipps on McClintock in the 12 months prior to my moving (Summer 2014-Summer 2015?), was the traffic observed at that time consistent with the travel being observed today? If so, it might be prudent to relook at the analysis of two lanes being sufficient to handle the traffic load at peak times. Another alternative may be to lengthen the light cycles – when I was there, I remember the stop lights north/south to be well timed to allow for uninterrupted traffic flow as long as you were going +/- 2 mph within the posted speed limit. Obviously with congestion that is no longer true, however by lengthening the cycling time between red lights, it would lead to less congestion specifically in respect to north/south on McClintock. I look forward to keeping abreast of the ongoing discussions about the bike lanes and I am impressed that the City has taken the time and effort to reevaluate the decision that was made to remove a lane for dedicated bike travel. Thanks for your time, Ted Casady

116. 3/8/2016 Dear Council Members: I would love to see the new wider bike lanes go AWAY! I support the former bike lanes but to take away whole car lanes to accommodate bike lanes that are *rarely* used is ridiculous. The streets are congested enough why add too it? What about those annoying white poles sticking up separating the car lane from the bike lane? Get rid of those too as they are a distraction while driving. hank you, Karen Johnston
117. 3/8/2016 Mayor Mitchell & Council members: I would like to register my dislike of the bike lane on McClintock Drive. In all the time it's been there, I have personally witnessed one - that's ONE - bike rider using the bike lane. But I have also witnessed hundreds & hundreds of cars backed up during rush hour because of the reduced lanes. Plus unsafe lane changes where the road narrows from 3 lanes to 2. Yes, a bike lane sounds good & environmental & progressive (and I consider myself a progressive Democrat), but the reality is car traffic needs to take precedence. We can't have hundreds of cars on the road every day burning gas & spewing emissions for the sake of a handful of bike riders using a bike lane once or twice a week. PLEASE remove the bike lane on McClintock Drive. Thank you. Lynn LaVoy
118. 3/8/2016 As a cyclist, I am in favor of REMOVING THE NEW BIKE LANES on McClintock. THEY ARE DANGEROUS AND UNSAFE AS YOU HAVE CARS ON BOTH SIDES OF THE CYCLIST! The old bike lanes were much safer, with a bike lane, next to the sidewalk. Ann Chadwick
119. 3/8/2016 Please remove the unnecessary bike lane on McClintock. Cliff Jemmett
120. 3/8/2016 The new bike lanes are completely worthless and congest traffic terrible idea I see more of them run over than I do bikers in the lanes. Rob Pawlikowski
121. 3/9/2016 Unfortunately "you goal" is not the majority of Tempe's "goal". The mess the city made of McClintock is ridiculous. The bike lanes are not being used. Traffic is a mess. The light situation at Southern and McClintock is so messed up. Traffic is 10 times worse than when we had 3 lanes for cars. All in all, the streets in Tempe are not user friendly for the people who live there. Rush hour on McClintock is a nightmare. Spending money to repair broken down roads is a much better idea. Country Club Way from Southern north to River is broken, cracked, in desperate need of repair and has weeds growing in the cracks. The Blue buses race up and down

that street daily with no passengers on it. When might we expect the street to be repaired? Two years is NOT an option. When might we expect the huge pothole on the entrance ramp onto I-10 East from the 60 to be repaired? The list goes on and on. Before adding to our city, repairing would be a much better idea. Melanie Miller

122. 3/8/2016 I have seen additional wait time at traffic lights, people driving in bike lanes to make right turns and no increased bike traffic. My question would be who made money on this project? John Winters

123. 3/8/2016 This project seems a poor use of taxpayer resources. I understand the need for bicycle safety, but it seems we could have skipped the removal of lanes and repavement and skipped to the white markers/cones used to separate the lanes. We are excited for the 5 cyclist we have seen make use of the wide space and security, but we've seen several near misses on car accidents stemming from the drivers trying to make turns out of Fry's, Target, and the condos around Baseline/McClintock. The traffic delays and congestion in this area are terrible. Perhaps we could have spent money on improving the alleys, our schools, and/or our neighborhoods instead. Chris and Lina Garcia

124. 3/8/2016 The McClintock bike lane project is unnecessary, especially in South Tempe where bike traffic is infrequent. jim bache

125. 3/9/2016 I really hate the new bike lanes on McClintock. They have taken away a traffic lane just north of Belle de Mar and south of the freeway. Their markings are confusing. I'm surprised that I haven't heard of bicyclists being injured or killed. Jonathon Cox

126. 3/9/2016 This new addition to our neighborhood is a nightmare!! Not only have we lost a driving lane on a very busy main through way in Tempe you need a PhD to know where you are suppose to be and where you can cut across the bike lane. It is also my understanding from bikers in my neighborhood that they do not really like and it does not make biking easier for them. I hope they take advantage of this opportunity to voice their opinion. Unfortunately, a lot of tax dollars were spent installing and it but I would like it taken out before someone gets hurt or killed riding their bike and a driver receives a needless citation. It would be a better use of tax dollars to remove it. Terry Cox

127. 3/9/2016 I live at 5402 S. Heather Drive and my house backs on to McClintock Drive and the corner of Oxford. I have lived in this house since 1986 and have never been so disturbed by the traffic as I have been since the bike paths were put in. I think the city needs to know that most bicyclers I see on McClintock still use the sidewalk even with the new bike paths installed and to be perfectly blunt, there are VERY few bicyclers anyway, so it is confusing to think this was done for such a very small percentage of resident bicyclers. We are far enough away from ASU so there really aren't ASU students using the bike paths, so if bikers are using the sidewalks, why did we do this? The traffic has now become a nightmare for us whereas it never was before. We can hardly turn on to McClintock from Oxford, particularly during high traffic times because the 3 lanes there have been reduced to 2. It takes an additional 5 to 10 minutes for me to get to work and home because it takes longer to get through a light now, and traffic backs up much farther at the Baseline intersection, which actually ends up behind my house when it is heavy traffic. So now, I have to smell more gas fumes and hear more radios and traffic noise behind my house than ever before because the cars are just sitting there bumper to bumper on some days. It is

much more congested and I am now actually considering selling my house and moving away from all this now. What a shame that the city felt the need to spend all this money on such a useless and annoying change that negatively impacts so many residents. I have always loved living in Tempe, but this has been a major annoyance that I was certainly not prepared to deal with. Taking the 3rd lane away at Oxford and McClintock is actually dangerous now when people come flying around that curve in front of the fire station. Such a shame. Lorece Tietjen

128. 3/10/2016 I would like to provide feedback about the bike lane. I would much rather it be turned into a car lane again. I rarely even see bikes in that lane. Thanks, Stephanie Baragar

129. 3/10/2016 I live near Warner/McClintock, and I oppose these bike lanes and the carbon-belching traffic snarl they have created on McClintock. The countless idling engines certainly negate any carbon savings created by the very few bike riders that utilize the lanes. The lanes create safety hazards for these bike riders, putting them in close proximity with much larger megaton steel motorized vehicles. We don't want Tempe to get a reputation for having nightmarish commute times for the many professional residents who call this city home. I hope that these lanes will be removed and traffic safety will be restored. Sandra Wolfe

130. 3/10/2016 Dear Mayor and council members, Tempe has been my hometown since about 1989 and at the address listed below since 1997. I obviously love living in Tempe :- ) I seldom email or voice my opinion on municipalities' decisions unless I really feel strongly about an issue, so here it goes: I have observed little by little, throughout Tempe, road configuration changes made by adding a bike lanes and, take away a travel lane. For example, Priest. McClintock is apparently a candidate for more of it, and will be a subject of this discussion on March 17th for future consideration. I am NOT opposed to adding bike lanes, however, I am opposed to taking away a traffic lane strictly for the use of bicycles especially on McClintock which is a major arterial. Rural and McClintock are pretty much our only two major north and south access to and from Tempe. Back-ups are already ridiculous during morning and afternoon peak hours. Taking away a travel lane on McClintock would be a disaster. What other alternative roadways do we (residents) have besides McClintock and Rural? Adding bike lanes without taking away a travel lane on our primary roads, is the direction I would rather see, not taking away a travel lane to get a bike lane. I will not be able to attend the meeting on March 17th however, I wanted to make sure and give you my feedback and opinion as a long time resident in Tempe on this discussion. Thank you for your consideration, Ms. Sylvia Mousseux

131. 3/11/2016 I have been commuting on mcclintock since 2004. I drive from guadalupe to south Scottsdale. Ever disco the bike lanes opened my commute home in the evening had doubled in time . The backups from apache to guadalupe force me to sit through many more traffic signal cycles. I can't see how this is good for Tempe. Thank you Chris Peck

132. 3/11/2016 Thank you for the invitation - unfortunately I have a prior commitment. I travel the Baseline to the canal section of McClintock about 5 times a week. Since the project completion I have observed 12 people using the new bike lanes and 6 people riding on the side walk. Aside from the minimal usage the issue is the traffic backup at rush hours. Undoubtedly the idling cars are creating more pollution. I've tried Rural Road to avoid the delay and suspect some of the McClintock traffic is now using Rural adding pollution there as well. John Grootveld

133. 3/11/2016 To whom it may concern. I frequently travel northbound on McClintock between Guadalupe Road and Southern Avenue during morning rush hour and have noticed increased congestion, increased travel time and almost no bicycles at all in the bike lanes. It appears to me that the traffic lane change was ill considered. Tempe in the summer will be even less conducive to bicycling. I am in favour of encouraging more environmentally friendly means of transport but the current configuration does not appear to be the most efficient. Sincerely Michael Petkovic
134. 3/11/2016 Thanks for the email notice about the McClintock lane changes. I don't need info about pre/post traffic volumes, wait times, etc., I know from sitting in traffic to get to meetings in downtown Tempe (for volunteer efforts) from my house just off McClintock and south of Guadalupe that the lane reduction was a BAD idea. South Tempe already feels cut off from downtown and the McClintock lane change last year made it worse. In addition, my kids and I lose 30 min to an hour each day with my husband (their dad), because he is spending more time sitting in traffic to get to/from work in Phoenix during the week. Then there are the safety issues of trying to access businesses and having to turn across multiple lanes of traffic. Also trying to access McClintock from businesses and residential streets the border McClintock - again, having to navigate through multiple lanes of traffic and if and when all the cars in the lanes create an opening in the back up. Then there is the risk of getting hit by cars using the turn lane as a through lanes because they are fed up waiting in traffic. I like bikes. I like to ride bikes. I like for my kids to ride bikes. And I know from riding bikes from S Tempe to the Town Lake that there are multiple bridges over the canals and the freeway that can be used by bikers. Unfortunately these routes are not available to cars. Maybe we can put more bridges in for cars. The. It would be okay to leave McClintock at two lanes??? Or, just put McClintock back to the prior lane configuration and keep the bikes on the safer and less travelled through streets with bridges. Bottom line is that the lane reduction has been a disaster. I've seen maybe a handful of bikes using the lanes. My kids and I won't use them because McClintock is just too busy. There are safer biking alternatives I. tempe and that is what we will use (love the canal path and bridges across the 60 at Mill and County Club). I can't attend the meeting next week (bc of the aforementioned kids, plus work, plus I don't want to sit in traffic to get up the Council Chambers), but you can put me in the AGAINST THE BIKE LANES ON MCCLINTOCK CAMP. Thanks, Hannah Auckland
135. 3/11/2016 Bike lanes on McClintock are more of a hazard than anticipated. Traffic has become a bigger problem. Also as a resident of Corona del Sol subdivision bike lanes should not be approved on Lakeshore and LaVieve. There are many more suitable areas for people to ride bikes. As a realtor and property owner bike lanes will also decrease property values. Duane & Janet Slater
136. 3/11/2016 First: the layout of the new lane configuration is very confusing with auto driver moving into the bike lanes to make right turns. Second: it does not appear intuitive, but looks more like the planner was trying to confuse auto driver. I have to explain the intent to visitors. Third: It has made it more difficult to enter McClintock from side streets. Lloyd E Gedlaman
137. 3/12/2016 Good day Councilmembers and Mayor Mitchell, In advance of the 3/17 hearing on the matter, myself and others in and around our neighborhood would like to express our dissatisfaction and disapproval of the bike lanes which have resulted in increased traffic waiting times, among other issues. This is simply a case of a well intentioned concept not working out as it was possibly envisioned. I'm not sure how it was ever seriously considered/adopted, before spending tax dollars to produce a detrimental outcome for the majority of the general public

using Tempe streets in this particular area along McClintock. We urge you to restore the traffic lanes to motor vehicles, while continuing to provide sufficient lanes for bike riders. Unfortunately, this was an errant decision for Tempe. Thanks for your consideration and action. Best regards, Doug King

138. 3/12/2016 Very against the bike lanes. I drive this way everyday and since installed I have seen two bikers. This has backed up traffic considerably and has increased my drive home from the freeway to Warner. Some people don't get it and there have been near misses getting off the 60 to go south on McClintock. I understand the positive intent behind the bike lane but feel with the lack of usage and increased gas idle emissions, the cost to the environment and driver frustration defeats the purpose. Please remove them. Thank you for your consideration. Holly Hanson-Kollar

139. 3/12/2016 I am opposed to the bike lanes. My travel time has increased since they were installed. Vince Fumusa

140. 3/12/2016 I am against the McClintock bike lane experiment. John Gus

141. 3/12/2016 City Council Members, I would like to express my disapproval of the changes that were made on McClintock regarding the elimination of lanes of traffic for cars and the addition of the extremely generous bike lanes. I have been living in the McClintock HS area for over 30 years and see less bike traffic on McClintock now than in the past. Most of the bikers ride on the sidewalk. That is because the traffic on McClintock is so busy that they feel unsafe in the street. This is not a rural town where a large portion of the population uses bikes to get around. Adults and kids ride their bikes on the side streets because it is unsafe to be on busy roads such as McClintock and Rural. The initial installation of the bike lanes made driving on McClintock very confusing as far as where to start to get over to make a turn. I have seen several of the "candlesticks" run over or eliminated. I have also seen vehicles make sudden moves in and out of traffic when they have gotten over to turn and a "candlestick" all of a sudden shows up in front of them. Between the elimination of car lanes and the change in the traffic signals, some days it takes us over 10 minutes just to get out of our neighborhood from Los Feliz and get onto McClintock from Southern Dr. The left hand turn signal onto McClintock only allows 3 cars to make a turn. It has become very frustrating and time consuming for us to leave our house and get started on a trip to anywhere. My husband routinely comes home angry and stressed out about the traffic that he has encountered while going from our house down the road to Frys on Baseline or Guadalupe. We are both very unhappy with whoever it was that came up with the idea to eliminate lanes of traffic for CARS on McClintock. Why are we accommodating a dozen or so bike riders and making it harder and more dangerous for thousands of people to use this road in their cars? I also question how much it is costing the city to replace the candlesticks when they are smashed into. Bad decision all the way around. Thank you for your time, Karen and David Anderson

142. 3/12/2016 Hi Kolby, I appreciate this Geo Notice. Several years ago our city widened our sidewalks to allow bike riders a safe ride. This has worked so well for years. As I drove past Southern and McClintock the other day about 5:00, I see two lanes of cars backed up from the signal at southern all the way back to Broadway. No one in the bike lane. How ridiculous is this? Get rid of the bike lanes and go back to the wide sidewalks! The bike lanes are too dangerous for the riders! Again, thank you. Mary Ann Harriman P.S. Please share this information with other council members.

143. 3/12/2016 As a business owner in Tempe I would like to say that I see almost no one ever using the bike lanes between Broadway and Baseline. While this is very unfortunate as it indicates an apparent lack of use of bicycles by the public it is also very understandable as I do not personally believe that they are safe. Often there are candlesticks smashed and broken and it is unlikely a motorist will yield right of way when distracted especially in one of these giant pickups which seem so ubiquitous. I would vote to remove and reline the roads for vehicle traffic. Thank you! Geoff Berthiaume, DVM Sent from my iPad
144. 3/12/2016 While I have no problem with bike lanes, I do have a big problem with eliminating a car lane to create them. The traffic on McClintock was already bad enough but has become noticeably worse since the lane was removed. To remove a lane used by thousands daily to accommodate the very few (and almost non-existent from April to October) bike riders, is the poorest city planning. Please revert McClintock back to it's previous state and look at other means to ensure the safety of those few bike riders, perhaps on the slower, less trafficked medium streets like Lakeshore. Thank you very much. **Jodie Hale**
145. 3/13/2016 The bicycle lanes on McClintock is where a well meaning intention goes bad. I get what Tempe is trying to do to make it more pedestrian and bicycle friendly however, under utilized bicycle lanes and traffic congestion has made me personally avoid going down McClintock. Perhaps change the timing of the lights going north/south to help alleviate traffic or follow Central Phoenix lead and make the center turn lane into a reversible lane during certain times of day. Also, there has not been an epidemic of bicycle fatalities in Tempe. In fact cycling in Tempe has always proven to be safe. Especially on major streets. The link below will show that from 2009 until now list all of the bicycle fatalities in the state. I think Tempe has MAYBE 5. <https://docs.google.com/spreadsheets/d/1IQhPFF7DELUAXMuB6J97sRY6W1rwfo2w7xXbbXwEqE/htmlview?pli=1#> Thank you for your consideration, Michael Yablon
146. 3/13/2016 Thank you for the opportunity for citizen input regarding bike lanes on McClintock. I have traveled on McClintock both north and south at various times during the day. Without a doubt, the bicycle lanes create problems for vehicular drivers. By reducing the number of driving lanes, more congestion is created for vehicles and the wait time getting through signal lights has greatly increased. One evening, as we traveled south on McClintock at the railroad underpass near Broadway Road, there was an accident in the left lane which reduced the traffic flow down to one lane. At rush hour traffic time on a Friday evening, this was a nightmare! Not only have I witnessed cars trying to drive in the bicycle lane as the bike lane is introduced (because they didn't heed the merge instruction), I have seen utter confusion for drivers not fully understanding where is the proper "location" to cross the bike lane and turn into a business or make a right turn at an intersection. As noted above, I've driven or been a passenger in a vehicle on McClintock many times and never once have I seen a bicyclist use these new lanes. I believe these bicycle lanes cause confusion, congestion and annoyance to all drivers. Bicyclists have many options on where to ride (original bike lanes, sidewalks, side streets) but vehicles don't! Please eliminate these special bike lanes as soon as possible and restore sensibility back to our streets! Christa Hitt South Tempe Resident since 1971
147. 3/13/2016 Spend the \$130,00 and return McClintock drive back to its original configuration. Too bad the meeting is changes to 4:00. That is a very difficult time for employees to leave work.



Should have kept the meeting at the scheduled 6PM and postpone St. Patrick's Day celebrations until a wee bit after the meeting. Gc Jack and Georgette Cummar

148. 3/13/2016 Traffic on McClintock is always bad during peak time I never see people using the bike lanes they still ride on the side walks & do not follow the traffic rules I almost hit a person at least once a week for them not stopping at a red light when I have a green the just fly right on by its scary . I wouldn't be mad about the bike lanes of people used them seems like a waste. Shayla Sye
149. 3/14/2016 hi I think it is a very bad idea to take away car lanes for bike lanes on McClintock. So far what I see going down from Guadalupe, it is a hazard. There are too many cars using the roads. We are getting more people not less in the area. I use that street almost every day and it is never used. It is a waste of car space. There can be a bike lane but they do not need to ride 2 across. Let them leave it single lane like in most cities. Too much traffic for widening the bike lanes. That is not progress unless you widen the streets. Suzan Money
150. 3/14/2016 Thank you for the notice of the meeting. We live in the neighborhood across from the Fire Station on McClintock, south of Baseline. My husband teaches at and my daughter attends McClintock High School and what used to be a 5 minute commute is now at least 20 and they usually have to sit through the traffic lights multiple times. It is frustrating to say the least. I work downtown but am so disappointed when I sit in freeway traffic for 40 minutes only to get off at McClintock and come to a stop. I also witnessed a pretty nasty accident when someone tried to pull out left from the Fry's thru the traffic and another car was zooming up the left turn lane trying to get to the light at Baseline. If the traffic back-up had not been so bad and exasperating, perhaps the car in the left lane would have waited until the appropriate distance to be in the left turn lane. I am also a runner, a cyclist and a pretty good shepherd for the environment, so at first, I was excited about the bike lanes, but the reality is that the change is worse for the air because you have so many more cars idling at intersections and sadly, I have not noticed any increase in bike traffic. And on top of all that, we already have two pedestrian bridges to the east and the west for cyclists to use, never mind our awesome, wide sidewalks. In conclusion, my vote would be to go back to the three lanes and reduce the gridlock. Thank you, Shannon Dunn
151. 3/14/2016 Dear Council Members, I received the below email notice of an upcoming public hearing on the disastrous restriping that was done to McClintock Road within the past year. Unfortunately I will most likely be out of town and unable to attend the hearing. I do wish to share with you my thoughts. When the project was completed several month ago and I saw what was done I was shocked to see how our well functioning street had been turned into a carnival of stripping. It was obvious within the first few times I traveled the newly stripped sections that traffic backing up into what was now 2 instead of 3 lanes was going to negatively impact traffic, particularly during peak hours. It affects people's abilities to turn right into shopping centers because they can't get to the driveways due to the backup. It negatively impacts right turns at the intersections because the third lane, now gone, often functioned to let mostly right turners turn right without having to sit thru light cycles. Also the traffic backups with the new stripping make it much more difficult for people turning left out of the shopping centers to do so because the traffic that's backed up combined with the stream of approaching cars makes finding an opening in which they can turn left difficult. It would not surprise me if we see an increase in

accidents. Soon after I saw the new stripping I called the city traffic engineering department to ask "why" and was told that traffic levels had dropped and they did not think the THIRTY THREE PERCENT reduction in lane capacity would impact traffic negatively!! Nor did they think that the "no man's land" of the excessively wide bike lane would be confusing to people who would not be able to tell if it was a bike lane or a traffic lane. Since the history and mindset of Tempe staff and some of the council is anti-automobile I did not find these attitudes surprising. In the past I've been told by one of the city traffic engineers that they wish they could lower the speed limit on ALL CITY STREETS to 25 mph. I looked at the material referenced in the below email, which was table 1, 9, 14, and 15. In reviewing that material we see that what happened is what anyone competent would have anticipated; traffic bottlenecks have soared. Time to transit (table 9) has increased as much as 120%, in some cases taking 20 minutes to go two miles where it previously took 9 minutes. One question that should be asked of staff is how is it possible that when you already knew BEFORE the restriping was done that it took NINE MINUTES to go 2 miles, they could possibly think it was going to be a good idea to REDUCE lane capacity thru that area? This restriping was done mainly to rework and expand the bike lanes. In reviewing and analyzing the info in table 14 and 15 we see that there are not even 7 bikes per direction using these bike lanes during peak hours. Overall there are not even 4 bikes per waking hour using these lanes. For 7 bikes during peak and 4 off peak someone thought it worthwhile to create this mess? A further consideration is gasoline consumption. Due to the extra length of time it now takes the 30,000 vehicle users to transit thru these 6 intersections it means 1000 extra gallons of gas is needlessly consumed each day (with the resultant pollution) due to the extra time these 30,000 vehicles sit idling in traffic. <http://www.thehcf.org/antiidlingprimer.html> Each gallon of gas burned produces 20 pounds of CO2. That extra gasoline is producing DAILY 20,000 pounds of CO2, Over 5 million pounds of CO2 per year. [https://www.fueleconomy.gov/feg/contentIncludes/co2\\_inc.htm](https://www.fueleconomy.gov/feg/contentIncludes/co2_inc.htm) I would like to see the mess created by the Tempe traffic engineering department fixed by restriping the street back to what it was. Jim Delton

152. 3/15/2016 My family drives McClintock to Baseline every day on our route to school and work. We were disappointed when we realized one lane of traffic was dropped to accommodate a bike lane. While we are supportive of biker riders, we have noticed significant added traffic delays since the bike lane was added. Our morning commute is more frustrating and longer than it had been. We have been affected negatively by this change. We missed the communication about this change before the project began as well as the opportunity to voice concern over the project. Personally, we have not witnessed any bikers using the bike lane and do not feel the project reflects what is best for Tempe residents living in the area. Michelle Meyer
153. 3/15/2016 I am very disappointed that we have lost the third lane on McClintock. My husband and I were out driving on Sunday and passed 9 bikers. We counted that 6 out of the 9 bikes we passed were riding on the sidewalk. It is so frustrating to be bottle-necked during rush hour traffic because of the bike lane that few bikers use. Also it is useless to have the bike lane in the areas that have business turn ins. Most of the bike lane is lost because the lane is so chopped up with turn ins to the strip malls. The candlesticks have made the area and ascetic look terrible. Please reconsider this move. Lisa Daniels
154. 3/15/2016 Please remove the bike lanes on McClintock; they are causing traffic congestion for thousands of cars and a handful of bikes. Really? What are you all thinking? Start preparing for driverless cars as a strategic long-term initiative...bikes move more safely than cars in the City.

The City is already gold recognized; do you really need a feather in your caps to go Platinum at the expense of ALL the citizens your are obliged to represent? Priscilla Kadi

155. 3/15/2016 I deeply appreciate the City Council and the hard work that all of you put into making our city better. Regarding the McClintock bike lanes, I feel that they create more of a problem than was originally anticipated. I have lived in Tempe for over 40 years (not counting my time at ASU). I travel McClintock daily going to work and for my career as a realtor. Depending on the time of day, traffic slows to a much slower rate than before the installation of the bike lanes. The reduction of a usable car lane creates a problem traveling down the street. In addition, I very seldom see bikers using the lanes. Do you all have info on the number of bikers that actually use the lanes? I feel that the negatives of having the lanes are much greater than the benefits of having them. Pls consider removing them. Jerry Powers
156. 3/15/2016 Terrible idea! Glad that some of the poles close to 60 have been removed. Getting to work in the AM takes me longer now. I generally end up driving through neighborhoods. I also ride a bicycle but I use the sidewalks to get to the canals. Riding on the road with all the distracted drivers is not safe! Natasha Thompson
157. 3/15/2016 Changing the streets to accommodate bikers On McClintock was, in my opinion, not well thought out. McClintock was already horribly busy, and now the line of cars stop for miles during morning and evening rush hour. To take McClintock down to two lanes on both sides was insane. Please change this. Anna Montalbo
158. 3/16/2016 To city officials, I strongly OPPOSE the McClintock bike lanes. I had the unique experience of commuting by bicycle for a year in Tempe and it cemented the idea in my mind of how dangerous cars next to bikes are. I was nearly hit on a daily basis. As a driver, I frequently have near misses with the bikes as well. No one is happy with the bike lanes, they aren't safe for drivers nor bicyclists, they need to be removed, and the focus needs to shift towards a BETTER solution for cyclists. A single lane bike highway through the neighborhoods would be ideal, or bike paths along the canals or like the ones along Rio Salado all the way to Mesa. The bicyclers are concerned that funds will not be used for bike lanes in the future if this project fails. Their fears need to be alleviated. Tempe needs to broadcast the message that this project was poorly designed and an utter failure, but that a better plan will be in the making. I'm outraged that the city is narrowing the major roads (University, Hardy, McClintock, then Broadway). Minutes add up on each congested mile, minutes stolen from my life, minutes spent in the sun, sitting in traffic. It should not take me a half hour to commute 3 miles!! This is not downtown Manhattan! It makes no sense to me that Tempe is growing and so much more growth is expected, yet the major streets are being narrowed. I am becoming disenchanted with Tempe over these idiotic "road improvement" projects. Have some common sense! Drivers can't be limited to the 101 and 202 freeways, they need to drive through Tempe, and we need some wide, clear, higher speed roads to do so. Then, separately, less traveled roads for pedestrians and bicyclists. If we're going to grow, we need the proper infrastructure. Do it right, or don't do it at all! Sincerely, Anji C. Kate
159. 3/15/2016 I have lived in Tempe over 10 years and use McClintock between Southern and the 202 for my commute. I also having many friends who are avid bikers. However I am against the bike lanes on McClintock. There has been a noticeable increase in traffic and time to travel by only having two lanes. Today I left my office at 6pm. And a majority of freeway rush hour was complete. It took me the same amount of time to get from the I 17 and Northern to the 202 and

McClintock as it did to get from the exit near Tempe marketplace to southern. This is a daily occurrence. There was no accident . It truly took 20-25 minutes to go 4-5 miles. Traveling this stretch of road almost daily, I have rarely seen a biker going in either direction. This also contributes to my frustration of sitting at a light 3 times for a bike lane no one is using. I am unable to attend the meeting but hope public opinion is taken into account. Pam kelk

160. 3/15/2016 I would very much like to be at the meeting on March 17 to voice my extreme displeasure with the changes to McClintock Dr., but I will still be at work at 4:00 on a Thursday afternoon. It makes me wonder if the timing of your meeting was deliberately set so fewer citizens were available to attend. If you have observed car traffic, and the lack of bicycle traffic, on the affected stretch of McClintock you would have to agree that making the changes to the street was a HUGE mistake! Trying to make right turns into businesses and side streets has become confusing, and I have seen many near accidents because of the unusual lanes. The lines of traffic from south of Guadalupe to the 60 during morning rush hour is ridiculous! I have become so frustrated with the changes, the traffic, and the stress of driving in this stretch of McClintock, that I find myself choosing alternate routes and alternate businesses to frequent. Without exaggeration, in the months since the changes have taken place I have seen 3 bicyclists using the new bicycle lanes. This is not a popular venue for bicyclists...it is not a popular route for ASU students...it is too busy of a route for families to bicycle together. City Council, I ask you to PLEASE admit this was a mistake and return McClintock Drive to the safe and pleasurable street it was. Please talk to the MANY residents who live in the McClintock Drive area and listen to their distress and frustration regarding the changes you made. I would very much appreciate verification that this message was received and read by the proper authorities. Thank you. Deborah Burkett

161. 3/16/2016 Dear Council members and City staff, I would like to point out that I am being listed as neutral on page 33 in the report at the following link: <http://www.tempe.gov/home/showdocument?id=39681>  
I would like to make it clear that I am in no way neutral on this issue. I used to travel along McClintock from the 60 as my preferred grocery store, the closest bookstore to me, my favorite breakfast hangout, and my favorite Tempe restaurant are all at McClintock/Guadalupe. I live a mile away, I work in Phoenix, and I found it perfect to buy groceries or stop in with friends for dinner at Mac's before travelling the extra mile to get home. Not anymore! I avoid this area like the plague during rush hour. I do not oppose the idea of bike lanes where they fit. What I take issue with is the removal of a traffic lane to accommodate an obvious minority of people in the area. I understand Tempe Bicycle Action Group is organized and active, but they do not represent the majority of the people living around McClintock/Guadalupe. By giving in to the loudest voice in the room, you force about 28,945 people (in a 24 hour period) to detour their drive away from the area (or put up with the mess) while, at most, 88 people enjoy the benefit. Those numbers come from your report. That's .3% of the people using that part of the road. As Tempe becomes increasingly urbanized, in certain areas, I can completely understand the City's focus on alternative forms of transportation. This makes sense for areas where people can live and work in the same general area. But for us suburban folks who work in Phoenix, this seems like a non-solution to a problem that just didn't exist in the area. Most people will not ride a bike into Phoenix and back in the summer, nor do they need to. My company would not tolerate me walking in and stinking to high heaven, no matter how much it alleviates Tempe's perceived transportation issues. Per the report in the link above, "As expressed in their adoption of the

General Plan 2040, Tempe City Council and the Tempe community support managing our transportation future by, whenever practical, getting people out of their cars so that we are not committed to an endless strategy of building bigger, wider roads and parking facilities.” Such a situation of endless bigger and wider roads is clearly not a problem down McClintock – your own report says that traffic counts are down. If total traffic counts are down, then we cannot be in threat of having to constantly expand McClintock nor are alternative methods of transportation required. It was a non-issue that became an issue with the removal of the lane. The source of my position of “neutrality” is the message I sent in below. I understand you are probably listing all feedback you have received, including inquiries, but I felt it necessary to clarify my position on this since I found my name in the report. Thank you very much for your time and thank you for your reconsideration of this issue. *10/12/2015 Hi Amanda, I was wondering, are there any numbers that back up the claims of traffic moving into the bike lanes? How many reports has the city received? I was also wondering if you could provide me a link to or copy of the study that backs up the statement in the email below of "Because vehicle traffic volumes have decreased and bicycling has increased in recent years." Finally, what contractor was used in the construction to install the bike lanes on McClintock? Thank you for your help. Jessica Merrow*

162. 3/14/2016 Kolby I do plan to attend the meeting this week but I do want to go on record of being opposed to the recent lane reduction on McClintock. I was provided the attached McClintock Drive report from the City back in April. Here are the questions that I raised since being provided that report. During that 10 year time span, did they analyze it on a year over year basis? 2004-2007 was peak years and then 2008-2010 were the Great Recession years. What about future growth? Was that studied? Also, in 2011-2014, gas prices were at all time highs so consumers/residents would have only be making necessary trips and not pleasure driving.
163. 3/16/2016 I oppose the entire concept of bicycle lanes in crowded city streets. Travel time on McClintock is ridiculous during morning and evening commutes. Spending MILLIONS of dollars of precious tax revenues so a few dozen hard core cyclists can ride on the road is fiscally irresponsible and completely unsafe. Where is the common sense of our community leaders when traffic is backed up for miles or minutes but the bike lane is clear. It is just silly and makes me angry. My son is 16 and he is not nor every will be allowed or inclined to ride a bicycle down a busy city street in the Phoenix valley. We live in the desert where bicycle weather is only realistic not even HALF the year. Ron Boyd
164. 3/16/2016 Hello, I live right off of McClintock and Baseline, I want to say that the bike lane extension has been a disaster in this area. I have seen a total of 3 bikes using the lane and no, not at one time. Traffic for vehicles is horrible and during high traffic times it is near impossible to turn left out of our neighborhood or out of say Frys if need be, even turning right out of Frys is near impossible. I would like to see our 3rd lane of traffic for vehicles brought back. Thank you. Sincerely, Andrea Wells
165. 3/16/2016 Dear Council Members, In regards to the McClintock Bike Lane, I respectfully request that it be removed and the lanes returned to the normal traffic lanes as before. Since they were created, I have seen an increase in travel times with only two lanes for traffic. I have also witnessed more erratic driving incidents apparently because of slower drive times coupled with impatient drivers than I have seen bicyclists using the lanes. Thank you for your consideration in this manner, Maureen Gauthier

166. 3/16/2016 Personally, I would prefer that the bike lanes on McClintock be removed (or narrowed) so the street returns to three lanes each direction (where the street is wide enough for three lanes). I'd also like to see the speed limit on McClintock and on Southern be 45, but I doubt that that's up for discussion. I'd also LOVE to see the school zone in front of Grace Community Church become time-dependent (like the one in front of Rhodes) or be removed altogether. Most of the cars that drive through it ignore it anyway, which means I become a traffic hazard when I slow down to the speed limit. I also resent that a private church-run school affects our traffic flow 24/7/365, when children are crossing that street just a tiny sliver of a fraction of that time. Thanks for listening. --Maureen Douglas
167. 3/17/2016 I implore you as the Tempe City council to please put the lane back on McClintock road. I live in the neighborhood just west of McClintock between Broadway and Southern and the traffic trying to get out of my neighborhood is horrendous. For example I went west on Campus to exit onto McClintock at 7pm and it took me 5 minutes to get from that corner to Southern. At 7pm. Thats ridiculous. On a side note I notice a bicyclist riding on the sidewalk not using the bike lane. Other concerns I have are not only the traffic that is backed up both in the morning and in the afternoon but the pollution from the traffic sitting on McClintock waiting for the traffic to move. Isnt that one of the complaints from the neighborhood north of Broadway between Rural and Mill? Spendable tax dollars from the motorists who normally would take this route that now find other routes and take their spending money elsewhere. Loss of revenue to the city. The amount of bike traffic or lack thereof doesnt warrant such a major traffic change. We live in a city that is surrounded by other cities and use our roads to get to and from work, school home etc. The idea of making our city lean more towards bicyclist is ridiculous. Too many people rely on their cars for everyday life not only that when it is 90 degrees plus outside from May to Sept. people will not be riding their bikes on a daily basis. I certainly dont and I love to ride my bike. Another thing we have noticed in our neighborhood the amount of increased traffic that is traveling on Dorsey between Southern and Broadway. We have alot of foot and bike traffic in our hood along with a church, a couple of schools and a park. WE dont need an accident happening in our hood. Please I implore you to please return McClintock back to 3 lanes. and by the way dont even think about touching Rural. Thank you Alison Quinn
168. 3/17/2016 I am a resident in South Tempe and am writing on behalf of MANY residents in the Oasis Community...we are unhappy with what those bike lanes have done to the traffic flow during rush hour mornings...traffic is backed up to our community south of the canal all the way up...why don't you put the lane back up to US 60 as many commuters need to get there...past that makes sense as you near the college area. In reverse at night, traffic backs up at Broadway all the way home to our area here in the south and beyond into Chandler. Residents are switching over to Rural Rd. which is causing traffic backups on that road now....most understand your idea of bike lanes, but let's keep the consideration on those needing to get to work by car....we are not Amsterdam and hope never will be...thanks for your consideration in this regard. Laura Reisinger
169. 3/17/2016 I would like to express my opinion on the removal of the traffic lanes on McClintock Rd. The increased traffic on this road due to the removal of this lane has increased my travel time to and from work significantly and has made commuting around Tempe a nightmare. In addition, because motorists are frustrated, I have noticed more erratic driving and more motorists cutting through and speeding through neighborhoods in an attempt to find a faster route around the traffic. These reduced lanes, as well as the reduced lanes on Broadway, have made Tempe impossible to travel around during rush hour times. As a long time resident of

Tempe, the increased traffic around downtown Tempe is a deterrent for those of us who would like to stay residents of Tempe vs. selling and seeing more and more houses turned into rentals. I would request that you reconsider the bike/traffic lanes on McClintock in an effort to increase the flow of traffic on that road. Thank you for your time. Jeanne Therrien

170. 3/17/2016 It is my opinion the City of Tempe has made a mistake in reducing the number of traffic lanes to add bike lanes. The simple observation is that the Counsel has abrogated its responsibility to Staff. The Counsel has lost the ability to set policy and allows professional Public Employees free rein. The practice of reducing traffic lanes given the propensity of the Counsel to approve every high density residential or commercial project that comes along, is to say in the kindest way, shortsighted. I have had other concerns about city practices, but this traffic lane issue has made me realize I need to be more proactive in voicing my observations. Our family has been here since 1933. Most of you know me either personally or through my activities with Kiwanis. I think you can do better. Bill Loughrige

171. 3/17/2016 **McCLINTOCK TRAFFIC 3-17-2016BOUGHT MY FOREVER HOUSE WITH MY WIFE IN TEMPE IN 1969. HOUSE IS IN TEMPE GARDENS 8 SUB DIVISION**

- **WHEN FREEWAY WAS PLANNED I SIGNED A PETITION TO GET THE FREEWAY LOWERED BELOW GROUND LEVEL.. FREEWAY WAS 2 LANE AT THAT TIME**
- **IN A FEW YEARS McCLINTOCK WENT FROM 2 LANE TO 3 LANE TO ADJUST TO EXCESS TRAFFIC**
- **AS FOR THE BIKE LANES--THEY DO NOT NEED TO BE A CAR AND HALF LANE WIDE -IT JUST NEED TO BE 2 BIKES WIDE**
- **MOST PEOPLE RIDE A BYCYCLE ON THE SIDEWALK--VERY FEW PEOPLE WALK ON THE SIDEWALKS ON MAJOR STREETS**
- **GOOD IDEA WOULD BE TO MAKE THE BIKE LANES (ON MAJOR STREETS) ON THE WIDER SIDEWALKS**
- **THE TRAFFIC ON McCLINTOCK HAS BECOME VERY HEAVY SINCE BIKE LANES HAVE BEEN INTRODUCED**
- **WHEN TRAFFIC GOES FROM 3 TO 2 LANES AT APACHE THERE IS A LOT OF FINGER GIVING AND FIST SHAKING (IE) ROAD RAGE BECAUSE OF CARS CUTTING IN FRONT OF OTHER CARS AND NOT TAKING THEIR TURN.**
- **VERY HARD TO GET OUT ON McCLINTOCK FROM CARSON ANY TIME**
- **IF I WAS TO BE IN AN ACCIDENT GETTING ON TO McCLINTOCK FROM CARSON GOING NORTH OR SOUTH WHO WOULD BE AT FAULT--ME**
- **TRAFFIC IS BACKED UP IN ALL THE LANES ON McCLINTOCK MAKING IT HARD TO ENTER FROM ALL OF THE SIDE STREETS SAFELY**
- **NEED TO GO BACK TO THREE LANES AND PROVIDE A TRAFFIC LIGHT AT CARSON FOR THE SAFETY OF BOTH BICYCLES AND CARS .**
- **NEED A TRAFFIC LIGHT AT CARSON FOR THE SAFETY OF THE BICYCLES AND THE AUTOS AND FOR THE CHURCH GETTING IN AND OUT OF THE CHURCH ON SUNDAY**
- **LETS WORK TOGETHER TO GET THE BICYCLES ON THE SIDEWALKS ON THE MAJOR STREETS WHERE THEY CAN RIDE SAFE.**
- **LETS MAKE TEMPE AN AUTO AND BIKE SAFE TOWN**
- **3/15/2016**

- **TOOK A TOTAL OF 20 MINUTES TO GET FROM CARSON AND MCLINTOCK TO THOMAS AND HAYDEN AT 3:30 PM--NO EXTRA LIGHT CYCLES**
- **LEFT THOMAS AND HADEN IN SCOTTSDALE GOING SOUTH AT 5:49 PM**
- **TOOK 10 MINUTES TO GET TO THE FREEWAY (202) AND McCLINTOCK FROM THOMAS**
- **TRAFFIC WAS BACKED UP ALL THE WAY TO THE 60 FREEWAY**
- **TOOK 2 LIGHT CYCLES TO GET TO UNIVERSITY**
- **TOOK 3 LIGHT CYCLES TO GET TO DON CARLOS**
- **TOOK 3 LIGHT CYCLES TO GET TO APACHE**
- **TOOK 3 LIGHT CYCLES TO GET TO BROADWAY 6:23 PM**
- **TOOK 2 LIGHT CYCLES TO GET TO SOUTHERN 6:28 PM**
- **TURNUED OFF AT CARSON AND McCLINTOCK 6:35 PM**
- **ONLY ONE BICYCLE AND ONE SKATE BOARDER AND THEY WERE RIDING ON THE SIDEWALK (SAFER THERE).**
- **ON 3/16/2016 I SAW 7 BICYCLES AND 8 PEDESTRIANS AND 4 OF THE BICYCLES WERE RIDING IN THE SIDEWALKS. THEY WERE GOING BOTH NORTH AND SOUTH FROM CARSON AND McCLINTOCK TO THOMAS AND HADEN**



6/15/2016 6:14 PM



6/15/2016 6:16 PM



6-16-2016 6:46PM



6/16/2016 6:53

172.

Jon & Garrett Greer

173. 3/17/2016 Mayor and Council, I got a call from a resident, Fred Boger, who lives near McClintock. He has specific concerns about damaged and removed candlesticks. He went out and counted the candlesticks this weekend and found that 13 of the candlesticks going NB have been damaged. Going SB, 9 candlesticks have been damaged. That's 22 out of 104, nearly 20% of those installed. He said there are a number of the candlesticks still standing that have clearly been hit and don't look nice. He asked that I pass that along. Elizabeth Higgins
174. 3/17/2016 I am pleased to hear that the Tempe City Council is reconsidering the bike lane on McClintock Dr. Here are my reasons for changing McClintock back to the original configuration: I rarely see anyone using them, people do not know how to drive in the new configuration which could be a danger to bike riders, both AM and PM traffic is more congested, finally I now drive on Rural Rd. which adds to its traffic. Thank you for your reconsideration of this matter. lifelong Tempean, Jack Hunter

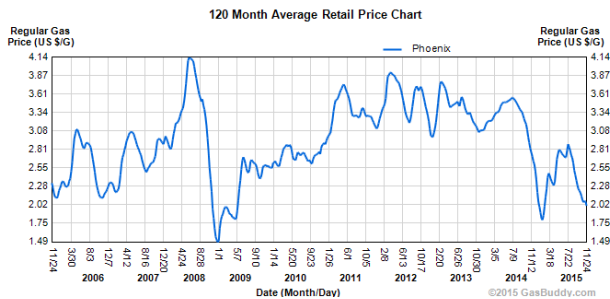


175. 3/17/2016 I am writing this email because I'm unable to make it to the meeting today. Everyday I now sit in horrible traffic watching bikers ride their bike on the sidewalks... This was one of the worst possible uses of city resources I have ever seen from any municipality. My once 7 minute commute has turned into 15. My trip at 40 mph, is now at 16 mph. Please Please restripe the lanes back to the original configuration. Drivers now fly down my street in front of my home instead of sitting on McC in traffic. Please, this makes way more sense closer to the school. Aren't the rules of the road to share with the bikes anyway. We all know how to drive. Let us do so. This is insanity. Paul

176. 3/17/2016 Hello, I had to take vacation out of my day today in order to attend the council meeting. Majority of professionals working and using McClintock to commute using their cars are not able to take off work and speak their concerns regarding 33% reduction in McClintock by adding these bikes lanes. I also tried to speak quickly to put everything in less than 2 minutes and didn't had the chance to emphasis on how dangerous making a left turn to Hermosa has become from McClintock because of added traffic. I have had numerous close calls, and have to take a different route to get to my house. As I mentioned today, I have to add about one mile each time to go up to Southern Ave. and then to Oak St., and then so south, that creates a large amount of carbo foot print that makes the addition of bike lanes useless. The number of bikes that I see on McClintock are far few and between. It is so unfair to reduce the resources for more than 90% of population by 33% for very few people that bike. To add to this, all individuals using cars, pay for their tags, bikers pay nothing. I believe if this issue was voted by all individuals living around McClintock, you get how negatively this has affected the residents. I would like to request that McClintock be reverted back to its normal and original form immediately, and other alternatives such as Dorsey Street, and sidewalks be used for bikes. Regards Shahin Rezaei

177.

120 Month Average Retail Price Chart



In my opinion, the first full recovery year

where we are seeing growth, new development, redevelopment along McClintock started late 2014 into 2015. Look at the Fry's on McClintock/Baseline. They are now discussing adding another 10K SF of retail shop space (increased traffic). The retail vacancy rate is also improving along the defined area and you are seeing vacant storefronts with new life. Again, increase traffic (and sales tax revenue).



To get new retailers to consider areas to expand into, the first item they ask is about are the traffic counts and then the demographic profile for disposable income. Changing one of these impacts the

probability of attracting more retail tenants along McClintock. I have spoken to several of the business owners at the McClintock/Guadalupe and McClintock/Baseline. Neither of these locations have been thrilled with the changes. They have noticed their clients complaining about the access now that lanes have been modified; especially during peak travel times. Further, I do not see anywhere in this report a bike count map. Something that was stated that was studied. Where is that data? Your email below references some "bike counts" but those are being reported by a non-city commissioned study. I have yet to see those statistics. Also, the bike counter that I did say actually were placed in areas that were close to turn aisles for cars and I saw numerous times where a car would run over the counter to make a right hand turn. Because of this, that data cannot be accurate. For your information, I drive McClintock M-F every morning and evening. It is sporadic at best to see even 1 person on a bicycle during rush hour drive times. During those same times, it is not uncommon for vehicle stacking to be exponentially exacerbated by the reduction of the vehicle lane. The only place I ever see significant bike traffic is Rural Road from Alameda to Rio Salado (close to ASU). If there ever was a street that could have benefited from a bike boulevard, it would have been there. I know I am not the only one complaining about this. Now, having said all of that, I do appreciate everything you do and have done for the City. Talk to you soon! Nick Miner

**178 Thru 184 10/22/2015** Mayor and Council, I wanted to make you aware of a number of voice messages that have come into the general Council voicemail box. This inbox doesn't usually get many voicemails, usually just one or two a month that I take care of. Since September 30<sup>th</sup>, it has received 8 messages, 7 of which are about the bike lanes on McClintock. The 8<sup>th</sup> voicemail was unrelated. Each message has a common theme-- they thank the city for repaving McClintock and state that while they know our intentions were good, the bike lanes on McClintock have caused increased congestion. They also don't believe that enough bicycles are using the lanes to justify the change. I am happy to share the voicemails with you if you would like, I just didn't want to clog up your inbox with a large email. Elizabeth Higgins